AN emap BUSINESS PUBLICATION

Coachmart

The leading weekly serving the coach industry | September 21, 1989 | Issue 555 | £1

THE CAETANO FAMILY

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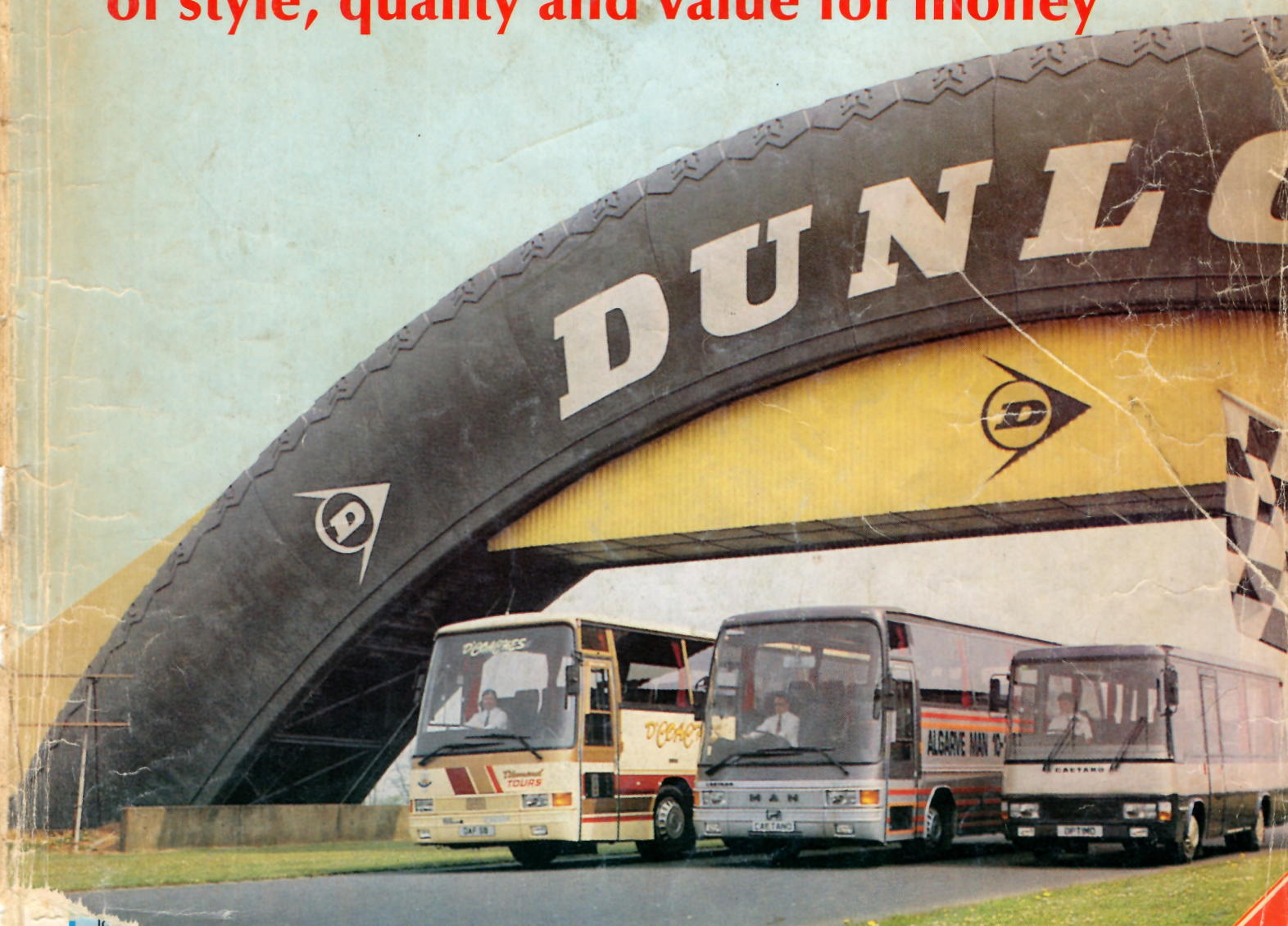

1975 AEC ... speed ZF, autumn t... ette, Bristol d... side lockers. Livery grey/red. MoT June 1990.

1974 Bristol LHL, 11 metre Duple, 53 seats, autumn tint moquette. Livery white/black.

...974 ... nant ... lockers, ...

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SCANIA
1984 (AUGUST) K112 JONCKHEERE JUBILEE P599 12M, 51 recliners, Grey/orange moquette, centre sunken toilet, driver's berth, TELMA retarder, wiring T.V. + video, water boiler, power entrance door, White + primrose and brown reliefs.

VOLVO
1985 (SEPTEMBER) B10M GLT PLAXTON PARAMOUNT 3500 12M, 49 recliners, Brown moquette, rear o/s toilet, continental door, double glazing, driver's berth, Webasto heating, AIR CONDITIONING, TELMA retarder, courier seat, power entrance door, wiring T.V. + video, drinks machine, curtains, Tempo 100 equipment, splitter gearbox, Cream + orange/ brown reliefs.

1988 B10M GLE JONCKHEERE JUBILEE P599 12M, 49 recliners, Grey/red moquette, centre sunken toilet, double glazing, driver's berth, drinks machine, fridge, wiring T.V. + video, courier seat, TELMA retarder, power entrance door, White + blue/ orange reliefs.

1988 B9M CAETANO ALGARVE, 38/41 recliners, Red moquette, power door, courier seat, curtains, gangway carpet, T.V. + video, rear toilet, water boiler, continental door, tinted glass, Red/white.

LEYLAND
1986 TIGER 245 DUPLE CARIBBEAN II 12M, 49/51 recliners, Grey/orange moquette, power door, courier seat, curtains, sunken demountable toilet, continental door, tinted glass, ZF gearbox, White/red/black.

DAF
1986 DKFL DUPLE 340 12M, 53 recliners, Grey/orange moquet power door, curtains, gangwa carpet, rear toilet, tinted

1984 SB2300 DHS JONCKHEERE JUBILEE P50 12M, 49 recliners, Red/grey moquette, toilet at o/s rear, continental door, berth, tinted glass, power door, T.V. + video, drinks machine, twin fuel tanks, Cream/orange.

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IMMEDIATE AVAILABILITY BOVA FUTURA FHD 12.290 INTEGRAL 12M
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1984 EUROPA III Integral 12M, 45 Futura seats, Blue/grey moquette, (42 recliners + 3 fixed), power door, courier seat, curtains, centre sunken toilet, rear servery, drinks machine, gangway carpet, continental door, wired T.V. + video, Webasto heating, Blue/white.

1983 EUROPA II Integral 12M, 46 recliners, Red moquette, power door, curtains, toilet, courier seat, fridge, TELMA retarder, Red/white/blue.

1983 EUROPA II INTEGRAL 12M, 51/53 recliners, Red moquette, coffee machine, courier seat, White + [illegible]efs.

CARLTON

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FRANKFURT MOTOR SHOW SEPTEMBER 14th-24th 1989

Left-hand drive version on display

BEDFORD

1977 Bedford YLQ Plaxton Supreme, 45 seats, autumn tint moq, livery white.

1976 Bedford PJK Duple Dominant, 29 seats, new MoT Dec '89.

1974 Bedford YRT Duple Dom, 53-seater, p/door, red moq, livery white.

AEC BRISTOL

1979 AEC 760, 12 metre Plaxton 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

1978 AEC 760, 12 metre, Plaxton, 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

1975 AEC 760, 12 metre, Plaxton, 53 seats, 6-speed ZF, autumn tint moquette, Bristol dome, side lockers. Livery grey/red. MoT June 1990.

1974 Bristol LHL, 11 metre Duple, 53 seats, autumn tint moquette. Livery white/black.

LEYLAND

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT.

1981 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 moquetted seats, ZF 6-speed, MoT July 1990.

1981 Leyland Leopard, 12 metre Plaxton Supreme IV, 49 Chapman reclining seats, ZF 6-speed manual gearbox, Bristol dome, destination gear. Livery white, autumn tint moquette.

1980 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 remoquetted seats, ZF 6-sp.

1979 Leyland, 12 metre Dominant, 49 seats, MoT Feb 1990.

1976 Leyland Plaxton Express, 49 seats, choice of 2.

1974 Leyland Leopard, 11 metre Duple Dominant 49 E type seats, semi-auto gearbox, side lockers, autumn tint, livery white.

FORD

1980 Ford R1114 Duple Dominant Express, 53 seats, red moquette, white/blue.
1979 Ford R1114 Duple Dominant Express 53 seats, (re-moquetted grey/blue), livery blue, MoT Sept 89.

NEOPLAN

1982/3/4 Neoplan Skyliners, 71/72/75 seats, toilet, drinks machine, fridge, radio, PA, Mercedes V10 Engine, 6-speed ZF manual gearbox, some remoquetted and refurbished.

DAF

1988 DAF SBR3000 Plaxton 4000 four star, 74 recliners, toilet, TV, etc. 147,000K from new.

MINIBUSES

1988 (E) Ford Iveco Reeve Burgess Beaver, 21 moquette seats, boot, power door, radio, excellent condition.

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DAF

1983 (Y) DAF SB200 Jonckheere Bermuda, 47/51 reclining seats, ducted heating, integral side lockers, power door, wheel discs, toilet, curtains and seat covers, radio/pa/cassette, interior green stripe, exterior white, MoT February 1990.
1983 (Y) DAF MB Plaxton Paramount 3200, 46 reclining seats, 2 side lockers, ducted heating, power door, rear sunken toilet, tv box and wiring for saloon, radio/pa/cassette, interior brown stripe, exterior white, MoT new.
1980 (V) DAF DKTL Plaxton Supreme IV, 53 fixed seats, 3 heaters, power door, 2 side lockers, wheel discs, radio/pa/cassette, interior red, exterior white, MoT.

FORD

1983 R1114 Duple Dominant II, 53 seats + courier seat, curtains, Telma, retarder, exterior blue and white, interior blue. New MoT.
1980 R1114 Plaxton Supreme IV Express, 49 reclining seats, jake brake, side locker, interior brown, exterior cream and maroon. MoT March 1990.
1979 (T) R1114 Van Hool Aragon, Telma retarder, nearside rear toilet, radio/pa/cassette, drinks machine, 44/49 seats, 2 tables, interior maroon stripe, exterior green and white, MoT 23/11/89.
1978 (T) A Series Faro 3, 25 seats, power door, radio cassette, interior red, exterior yellow and red. MoT 23/5/90

SCANIA

1987 (D) Scania K112 CRB Van Hool Alizee H, 49 reclining seats, power door, Telma, crew seat, side lockers, toilet, sink, fridge, blue curtains, radio/pa/cassette, interior blue/red/cream stripe, exterior silver grey, MoT May 1990.

VOLVO

1988 Volvo B10M Plaxton 3500, 53 reclining seats, rear sunken toilet, continental door, courier seat, beige and red interior, exterior white with red and yellow relief. Choice of 3.
1981 (X) Volvo B58 Plaxton Supreme IV, 53 remoquetted seats, power door, Telma, side locker, 3 heaters, wheel discs, interior brown chevron, exterior white, MoT December 1989.
1981 (W) Volvo B58 Unicar 11M, 53 seats, ducted heating, side locker, interior grey, exterior white/orange/red/maroon, MoT April 1990.

NEOPLAN

1986 Skyliner MkII Gardner engine, ZF automatic gearbox. 77 reclining seats, water boiler, fridge, drivers bunk, TV and video, MoT Feb '90. Interior red moquette, exterior, white, blue and orange.

N·E·W

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AEC

1979 (T) AEC 760 Plaxton Supreme IV, 49 seats, power door, side locker, heater, interior brown/beige stripe, exterior white, MoT March 1990.
1978 (S) AEC Reliance 760 Duple Dominant II, 53 seats, power door, side lockers, semi auto gb, interior autumn tint, exterior white, MoT May 1990.

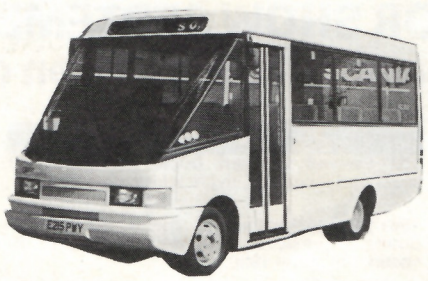
DOUBLE DECK BUSES

1976/77 Daimler Fleetline, Park Royal and MCW bodywork, 76 seats, Gardner LXB engine, auto steering, single entrances painted all white, going through MoT, large selection.
1973 (L) Atlantean 680 Northern Counties, 74 seats, interior maroon PVC, exterior blue/yellow, MoT February 1990.

BEDFORD

1985 (B) YNT Duple Laser, 53 seats, ZF 6 speed gearbox, heated windscreen, side locker, power door, interior blue/grey stripe, exterior white/orange/yellow stripe, MoT April 1990..
1977 (R) Bedford YMT Plaxton Supreme, 53 seats, 3 heaters, radio/pa/cassette, interior red stripe, exterior white/orange/blue, MoT.
1973 (M) Bedford YRQ Willowbrook Service Bus, power door, luggage racks, interior beige, exterior cream/red, MoT November 1989.

MINIBUSES

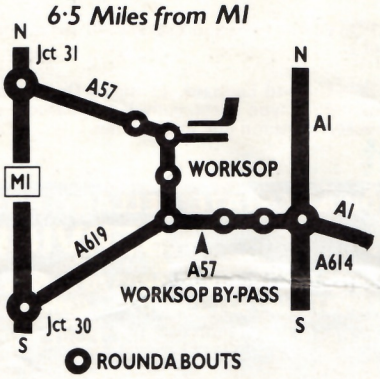


1987 Optare City Pacer, automatic transmission, Ebers-pacher heating, power door, side locker, 25 seats, int red and grey, ext white, new MoT.
1987 Mercedes-Benz 609D Reeve Burgess coach, 19 seats, power door, radio/pa/cassette, int grey, ext white, orange and black, choice of three, MoT 02-90.
1983 Y Fiat Caetano Beja, 18 seats, power door, luggage boot, int blue, ext white, MoT 23-04-90.

LEYLAND

1985 Leyland Tiger Duple Laser II, hydracyclic fully auto gb, power door, power steering, Webasto, radio/pa, curtains, int blue stripe, ext white, 53 seats, MoT 08.06.90, choice of four.
1985 Leyland Tiger Duple Laser II, power door, ducted heating, side locker, radio/pa/cassette, 51 E-type seats, int beige/red, ext white, MoT 08.11.89.
1984 Leyland Tiger 245 Plaxton Paramount 3200 EXP, semi-auto gb, side lockers, toilet, Webasto, 49r, int brown stripe, ext white, MoT 29.01.90.
1984 Leyland Royal Tiger Plaxton Paramount 3500, power door, integral side lockers, ducted heating, drinks machine, toilet, tv/video, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 13.02.90. Choice of 2.
1984 Leyland Tiger 245F Berkhof Esprite, underfloor lockers, plug power door, ducted heating, toilet, drinks machine, box for tv, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 25.06.90.

1983 Leyland Tiger 245 Plaxton Paramount 3500, power door, side lockers, wheel discs, heated mirror, toilet, tv/video, radio/pa/cassette, 49r seats and courier, int brown stripe, ext white, MoT 28.07.90.
1982 Leyland Leopard ECW EXP, semi-auto gb, destination gear, driver's partition, int autumn tint, ext white, 49 seats, MoT 05.05.90.
1982 Leyland Tiger 218 Plaxton Supreme V Ex, 3 heaters, power door, side locker, radio/pa/cassette, 53 seats, int autumn tint, ext white, MoT 30.10.89.
1982 Leyland Leopard Duple Dominant IV, ZF gearbox, power door, SBG dome, 4 heaters, radio/pa/cassette, 53 reclining seats, int blue/grey, ext white/blue, MoT 08.89.
1981 Leyland Leopard Duple Dominant II, ZF gb, power door, Telma, side locker, Bristol dome, 3 heaters, radio/pa/cassette, int red/orange, ext white, 53 seats, MoT 18.01.90, choice of two.
1981 Leyland Leopard Plaxton Sup IV, semi-auto gb, manual route gear, power door, Bristol dome, heated windscreen, 53r seats, int yellow/black, ext white, MoT 01.06.90
1981 Leyland Leopard Plaxton Supreme IV EXP, semi-auto 2 speed gb, heated windscreen, 48r seats, Bristol dome, driver's cab, int autumn tint, ext cream/orange, MoT 25.11.89. choice of 3.
1980 Leyland Leopard Duple Dominant II, semi-auto gb, side lockers, power door, Webasto, Bristol dome, 50 Chapman r seats, int retrim brown/red stripe, ext white, MoT 10.11.89.
1979 Leyland Leopard Duple Dominant II, power door, 4 heaters, radio/pa/cassette, 57 seats, int red/orange, ext white/blue, MoT 01.90.
1978 Leyland Leopard Duple Dominant I, power door, Telma, Bristol dome, Webasto heaters, side locker, 49 seats, int blue stripe, ext white, MoT 12.01.90.
1972 Leyland Leopard Plaxton Elite, power door, autolube, side locker, 2 heaters, radio/pa/cassette, 40 fixed seats, int autumn tint, ext red/cream, MoT 23.11.89.



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	Telephone:	Car Tel:
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Andrew Hamilton	(0908) 222339	0836 582376
Tim Presley	(0204) 658249	0860 717270
Stephen Broom	(0909) 478223	0836 583485
David Donati	(0873) 811127	0836 620029

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SCANIA Alexander PLAXTON VANHOOL

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CONTENTS

Coachmart

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ABC
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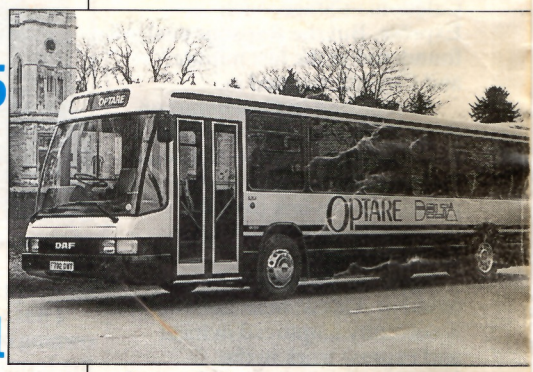
FEATURES

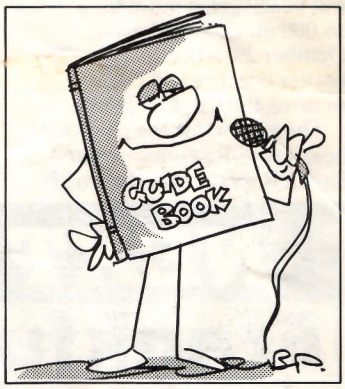
Road Test 25
Delightful days with the downtown Delta, Staff writers Rod Davey and Mike Morgan get to grips with the Optare Delta, Bus of the Year 1989.

Opinion 11
Verite Baker examines the problems that exist between coach operators in London and Blue Badge guides.

Profile 29
Microsystems is the big success story in ticket machines for the 1980s, Rod Davey meets MD Dr Paul Middleton to find out what makes the firm tick.



Optare Delta on test – page 25.



Blue Badge guides – Verite Baker reports on page 11.

REGULARS

Fleet Update 22
Who's been updating their fleets recently? Our weekly update will keep you in the know.

On Target 14
Marksman pulls no punches in his comments on the present state of the coach industry. Find out what he has to say this week.

Fleet update – page 22.

Rapsons in border deal

SCOTTISH Citylink has signed Rapsons Coaches to operate its cross-border services... leaving National Express with egg on its face.

National Express prematurely announced that it had a deal with Rapsons, claiming that the new contract would complement its acquisition of Stagecoach Express – now Caledonian/Stagecoach Express. But the Rapsons deal foundered at the last minute, and Citylink stepped in.

As reported in *Coachmart* on August 10, fierce competition was expected between National Express and the soon-to-be-privatised Citylink over the potentially-lucrative Anglo-Scottish routes.

Rapsons' 19-vehicle fleet, based at Alness, near Inverness, is currently employed in local and express work in the Inverness/Invergordon area, but will be covering more than 16,000 miles a week from October 29, when its cross-border coaches will begin wearing the Citylink livery.

The reason for the change of heart, says Rapsons' owner Sandy Rapson, was the tough contract offered by National Express. 'It contained too many unacceptable terms,' he said.

Rapsons.. signed a deal with Scottish Citylink.

'I have always believed in owning my vehicles and, under the terms of the National Express contract, I would eventually have had to lease Expressliners from them, leaving this company with few assets in terms of vehicles.

'The contract I have signed with Scottish Citylink may not give me such high short-term returns but will give me longer-term security and the freedom to run my own business.'

Rapson is directly quoted in an earlier Press release from National Express as saying he would be working with them, and this underlines the eleventh-hour nature of the offer he had from Citylink.

Additional to the cross-border services using its high specification vehicles, Rapsons is to operate services where Citylink is in direct competition with it, including services from Inverness to Wick and Thurso, Edinburgh and Ullapool.

In order to service its six-vehicle commitment to Citylink, Rapsons is to buy new coaches. A new Volvo B10M Plaxton 3500 is in its yard, a Volvo Van Hool is due in October and a further three vehicles are on order.

This is just one of a number of similar deals Citylink is hoping to pull off before privatisation, and already Bruce of Airdrie is busy painting three of its luxury coaches in Citylink livery. It too is expected to be operating cross-border services.

'Currently we are operating around 40 per cent of the cross-border services, not including those to London,' said Citylink managing director Alan Howes.

'Obviously we are not intending to operate the entire pool of services, but we are certainly not intending to miss any of the major destinations. With this ambition comes a sizeable increase in vehicle commitment,' Howes told *Coachmart*. 'We have to go outside of the Scottish Bus Group for vehicles.'

NEXT WEEK

Frankfurt Show

Exclusive reports and pictures

Spotlight falls on Dave Parry Travel

Licensing and Legal

Leyland Swift on test

'COACHMART' Says

THERE are some encouraging early signs that the battle for Anglo-Scottish coach business is working in favour of the smaller operator.

For Sandy Rapson's decision to opt for an operating contract with Scottish Citylink rather than National Express has been taken on the basis of choice. He has chosen the apparently less lucrative, but clearly less restrictive option.

It is something he could not have done before.

He has been competing against Citylink and seemed an obvious catch for National Express as it seeks to build on the Scottish bridgehead it acquired with Stagecoach's express coach business.

But, whereas English and Welsh operators have, until now, had little choice but to work with National Express on its terms and conditions – leased Expressliner coaches included – Sandy Rapson is enjoying the fruits of competition.

Citylink, poised to sever its links with National from next month, is courting the independent sector for coaches to strengthen its hand when it tries to become an all-British operator.

This is especially important as Citylink's fellow Scottish Bus Group companies have been unable to invest in many new coaches or buses as they are prepared for privatisation. That is serious enough for bus operation, but it puts them in a desperate position for coach travel.

That is where independent operators like Sandy Rapson – and potentially ex-NBC companies disenchanted by National Express's operating conditions – have something to offer, for they are prepared to invest in new coaches.

National Express may well regard its failure to win Sandy Rapson as a relatively minor setback, but these are very early days in what promises to be a highly competitive winter.

Drawlane buys share in Midland Fox

DRAWLANE has bought a majority shareholding in Leicester-based Midland Fox, which operates around 50 coaches in its fleet of 375 vehicles.

The move, says Midland Fox managing director David Martin, will enable them to expand their coach operation in several areas... without altering the Midland Fox set-up.

It is understood that former Midland Fox directors Julian Peddle and David Stevenson have been bought out by Drawlane, together with chairman Robert Brook. They are replaced on the board by Richard Stanley – former director of Drawlane – who takes over as Midland Fox chairman, Drawlane chairman Ray McEnhill, and Drawlane deputy chairman Adam Mills.

'We are very pleased with the progress we have made since privatisation,' said Martin. 'However, a longer term view emphasises the benefit of larger groupings in the industry. We believe Drawlane to be the best of these groupings, and we are delighted to be joining, and retaining a stake in the future of the company.

'The company is still driven by its executive directors,' Martin assured Coachmart. 'The new directors are non-executive. It is important that everyone understands that Drawlane have merely acquired a majority shareholding.'

Martin is still aiming to build the holiday side of Midland Fox's coach business, and cited the company's purchase of Fairfax last year, and Shelton-Orsborn in spring, as examples of the way in which Midland Fox had made moves in this direction. Those purchases added over 40 coaches to the MF fleet.

Safety fears over disabled passengers

THE safety of handicapped passengers may be in jeopardy under current rules for voluntary community bus drivers, says the Coach Operators' Federation, based in Bath.

Under current legislation, drivers of charity vehicles need not train nor take the PSV test, providing the vehicles are non-commercial and that the driver is paid only expenses. It is this which has angered federation secretary Jill Godwin.

'The handicapped, for example, shouldn't have to suffer worse conditions than those enjoyed by able-bodied passengers on public transport,' she told *Coachmart*.

'I can understand why community service organisations don't insist on PSV-qualified drivers. I don't think it's the extra expense involved, but the red tape. But the truth is that, if their drivers are capable of driving public service vehicles, all they need to pay is the £20 PSV test fee.

'As things are, these buses could be driven by a deaf 70-year-old.'

The COF wrote to the Department of Transport detailing their objections and, three months later, got a reply. According to the letter, the safety record of community buses is no different than for cars, and better than PSVs.

Double win for Harris

SOUTH Wales Transport's Peter Harris holds up the proof that he is Bus Driver of the Year after defending his title successfully at Blackpool.

The 32-year-old driver has entered six times, winning in 1988. Runner-up and 1987 champion Ray Hayter ran him a very close second, the verdict coming only after a tie-break.

'I'll be having another go next year,' said Harris. 'No-one has scored a hat trick.'

Trophies for new company

Viscount's livery designer Gareth Jones, left, and managing director Paul Cooper

VISCOUNT Bus and Coach Company – new subsidiary of Cambus – won no fewer than three trophies at Norwich during British Bus Day.

The awards were for best light passenger vehicle, best new vehicle – taken by one of Viscount's Volvo coaches – and best livery.

Plaxtons help Anneka

COACHBUILDERS Plaxton stepped in to help Anneka's Challenge when the programme wanted 12 converted playbuses within three days.

There was an immediate offer of help from Plaxton's sales and marketing manager David Goodare. Team Plaxton – five fitters and a foreman – went into action with other organisations and managed to convert the double-deckers on schedule.

LOURDES – PYRENEES
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Drop in city cash fares

CASH fares have dropped to 35 percent of ticket sales on London Buses, as a consequence of the increasing popularity of pre-paid tickets in the capital.

London Buses has produced a booklet of facts and figures showing that in 1985 there was an equal balance between cash and pre-paid ticket sales. The change in passenger preference has corresponded with a significant increase in bus use.

There was a passenger drop in the seventies and early eighties, but now numbers are on the increase.

Fifty percent of Londoners use a bus at least once a month and there were 1200 million passenger journeys in 1988, which is 10 percent up on 1983. London Buses can claim more efficient use of its fleet with passengers per bus per week up by almost 11.5 percent over the same period.

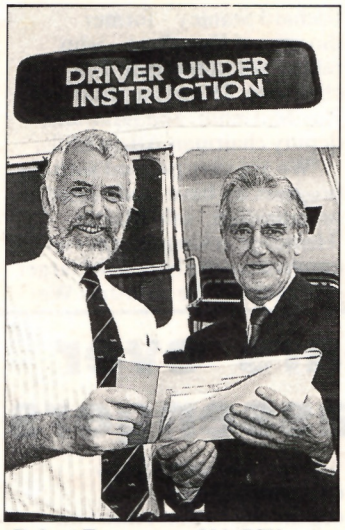
PSV licence for transport boss

IT'S PSV for the DG! Robert Tarr celebrates passing his PSV test after setting out to prove that he has got what it takes.

The director general of West Midlands Passenger Transport Executive took his test after lessons at West Midlands Travel's Transkill Training Centre, at Perry Barr. Now, he says, he has a better idea of the trials which face the bus driver.

'Now that I have passed my test, I hope that some of the 45 bus operators in the West Midlands will occasionally invite me to find out first-hand what it is like on the road,' he said.

'Without doubt one of the benefits of the training course has been the effect it has had on my driving generally. Having taken the car test 28 years ago, I have found it very valuable to have my driving skills up-rated.'



Robert Tarr – passed his PSV test.

Road a success

THE new four-lane elevated roadway at Dover port has been voted a terrific success by the Dover Harbour Board.

It was opened in June this year at a cost of £6 million and during July, the road handled no fewer than 15,000 coaches, 98,000 lorries and 295,000 cars.

John Turgoose, director of finance and marketing, said: 'We are delighted with the positive effect on traffic flows, justifying our considerable investment in this project.'

Latest info

MORE than 5,000 passengers used a newly-installed Info-Point computer within five weeks of its installation at Cleckheaton Bus Station.

The computer terminal gives details of bus times, stops and journey times, and manufacturer Metro – a division of West Yorkshire Passenger Transport Authority – sees the device as an easily accessible information point.

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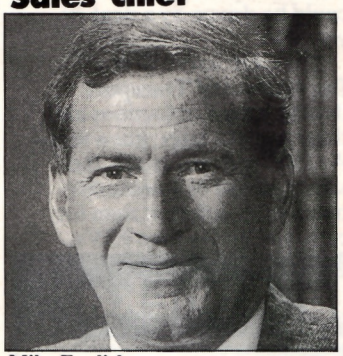
PEOPLE

Sales chief



Mike English

MIKE English has been appointed sales manager, Automotive for the Cummins Engine Co, with responsibility for all aspects of the company's bus and coach engine business in the UK.

Additionally, he will be involved with Cummins bus/coach overseas chassis business working with Eastern European manufacturers.

English has spent four years with the group in senior sales and marketing positions.

Wirral Manager

THE WIRRAL division of Merseybus has appointed Paul Snape divisional general manager. He was formerly traffic manager of the north division.

New commissioner

KEITH Waterworth has been appointed traffic commissioner for the Scottish traffic area. He succeeds Hugh McNamara, who is retiring at the end of September.

Waterworth (46), joined the MoD in 1962 and transferred to the Ministry of Housing and Local Government in 1969. In 1980 he was made clerk to the North Western Traffic Commissioner.

New at Viscount

TWO NEW faces have joined Cambridgeshire's Cambus Ltd. John Bryant (right) joins them from Hampshire Alder Valley Bus Company as fleet engineer, while Chris Simes (left) joins as traffic manager, having previously worked for nine years with the National Welsh Bus Company in Cardiff.

Alton Towers

INTRODUCING . . .

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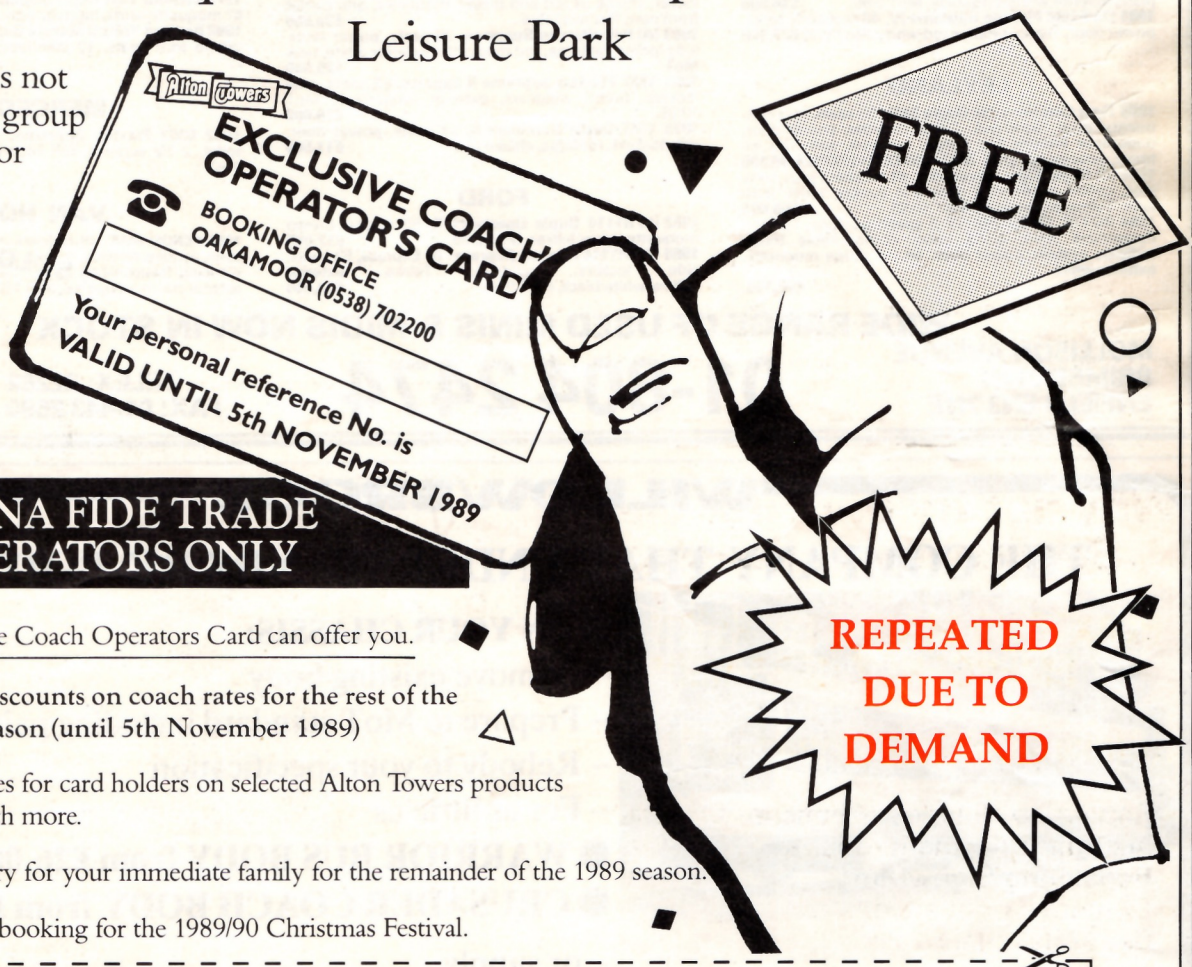

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ARLINGTON

USED COACHES

VOLVO

1987 B10M Plaxton Paramount 3500****, 49/53 recliners, centre demountable toilet & continental door, auto g/box with integral retarder, MoT 3/90 **£90,000**

1986 B10M Plaxton Paramount 3500****, fully automatic gearbox and integral retarder, 49 reclining seats, brown interior, cream/red exterior, MoT 3/90. **£77,000.**

1987 B10M Plaxton 3200**, 53 recliners, Webasto, Telma, exterior cream/red, MoT 4/90. **£73,500**

1985 B10M Jonkheere Jubilee P50, recliners, crew seat, power door, armrests, radio/tape, alloy wheels. **£65,800**

1983 B10M Plaxton Viewmaster GT, 49 recliners, rear sunken toilet and continental door, driver's bunk, fawn/orange moquette. **£44,500**

1983 B10M Duple Caribbean, 48 recliners, rear sunken toilet and continental door, underfloor lockers, MoT 4/90. £48,500

1983 B10M Duple Laser, 57 seats, power door, side lockers, tinted windows, radio/PA, driver's fan, private plate, exterior white/turquoise, MoT 3/90. **£44,500**

1981 (X) B10M Plaxton Supreme IV, 48 recliners, toilet, power door, Telma exterior red/white, MoT 6/90 **£37,500**

LEYLAND

1988 Tiger Cummins 290 Duple 340L, 55 seats, rear continental door, skidcheck, Telma retarder, power door, underfloor lockers, fog lamps, radio/pa, soft trim interior, exterior red/gold, MoT 4/90. **£££££££££££ 69,500**

1985 (C) Royal Tiger Doyen 260, 49 recliners plus crew seat, centre continental door and sunken toilet, auto lube, Telma, power shift, MoT 10/89. **£55,000**

1984 ROYAL TIGER 245, ZF 6 speed gearbox, Plaxton Paramount 3500, 49/53 seats, demountable toilet, radio/pa system, power door, brown stripe moquette, exterior white.
£53,750.

1982 Tiger 218 ZF Plaxton Supreme IV, 50 recliners, power door, side lockers, exterior white/blue, MoT 1/90. **£35,000**

1982 (Y) Tiger 210 ECW SOLD **k, 53 seats in autumn trim, power expres: ...eumocyclic gearbox, choice of two, MoT 1/..** **£23,650**

BEDFORD

1986 YMP/S Plaxton 3200, 30 recliners, tilet, water boilet, TV/video unit, side locker, power door, exterior silver/blue. **£47,000**

1983 (October) YNT Duple Laser II, 53 seats, power door, radio/pa, side lockers, heater windscreen, driver's locker, choice of red and brown moquette, one owner from new, five available. **£34,500**

1983 (A) PJK Plaxton Supreme, 29 seats, power door, side locker, radio/pa, red moquette, exterior white, new MoT. **£25,500**

1981 YMT Plaxton Supreme II Express, 53 seats, side lockers, tinted windows, exterior white/blue, MoT 12/89. **£16,000**

1979 YMT Duple Dominant II, 53 seats, power door, side lockers, radio/pa, choice of 3. **£11,500**

FORD

1982 (Y) R1114 Duple Dominant II, 53 seater, brown moquette, usual extras, MoT 8/89. **£17,500**

1980 (W) R1114 Plaxton Supreme IV Express, 53 seats, side lockers, radio/pa, Telma, exterior yellow/white/black, MoT 9/89. **£14,500**

DAF

1985 DAF SB 2300, Berkhof, 49 reclining seats, Webasto heating, toilet, Telma, radio/pa cassette, continental door, power door, blue interior, white exterior, choice of two. **£46,500**

1983 DKVL, LAG Galaxy, 53 reclining seats, crew seat, radio/pa cassette. **£39,500**

1983 SB2300 Plaxton Paramount 3200, 47 recliners, double glazed, centre continental door and sunken toilet, radio/pa, power door, curtains, shades, drinks dispenser, 2 TV screens and wired for video, exterior grey/blue. **£48,500**

BUSES

1982 Bedford YMT Duple Dominant Bus, 63 seats (3 + 2 seating), Treadmaster gangway, cab door, exterior red/cream/black. **POA**

1978 Bedford YMT Duple Dominant Bus, auto gearbox, 61 moquette seats, luggage pen, treadmaster. **POA**

1982 Bedford YMQ/S Maxeta Bus, auto gearbox, 37 moquette trim seats, 12 standees, new MoT, choice of 2. **POA**

MERCEDES

1982 0302 Plaxton Supreme, 32 recliners, 8 tables, toilet, 2 TV screens, full kitchen at rear, fridge, MoT 1/90. **£35,000**

VAN HOOL

1982 ACRON MAN, 49 recliners, crew seat, centre sunken toilet, continental door, di... , Telma, Sutrak air conditioning, Blaupunkt rac... ...ter heater, tinted windows, exterior cream/orange/red, MoT 11/89. SOLD **£49,500**

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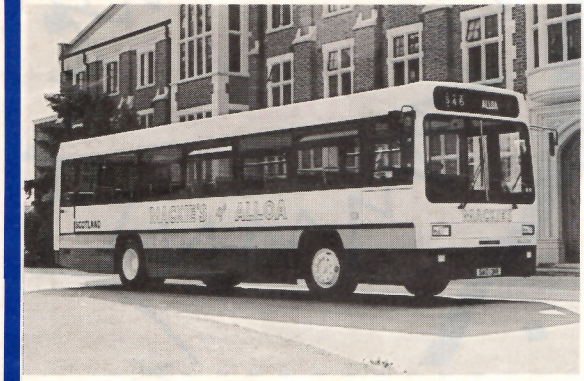

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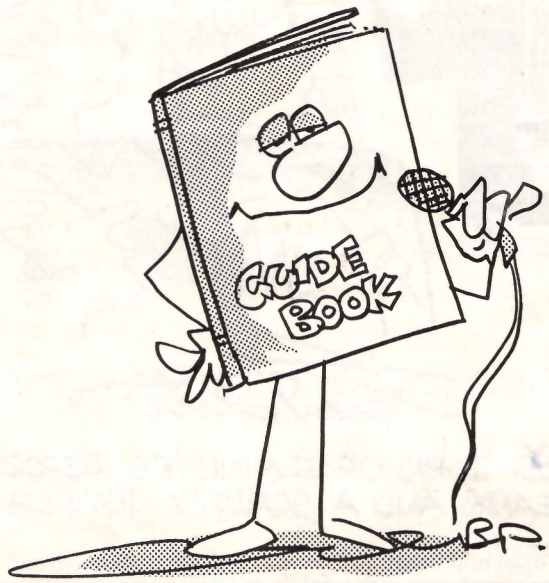
DRIVERS AND GUIDES: LET'S LIVE IN HARMONY

OUR outspoken Marksman commented that some Blue Badge guides are a stereotyped guide book information pack on legs. Here Verite Baker – herself a Blue Badge guide – investigates further.



MARKSMAN is right, said many of the coach operators I talked to.

Some Blue Badge guides are a "stereotyped guide book information pack on legs" was his comment in August 17's *Coachmart*, and talking to coach operators, many of them came up with more points: Why don't guides have MoTs? Why do they stand up in the coach obscuring the driver's view as they are moving?

"They think two second's warning is good enough to turn a coach left or right in heavy traffic." "I can't stand their arrogant attitude" when it hasn't even occurred to them that they should discuss the route with the driver before they start.

Does this arrogance stem from the fact that some Tourist Broads tell the guides to tip the driver on their courses, implying that he is their servant, instead of building the tip into the cause course cost and asking the tutor to hand it to the driver?

A small point, but as one operator remarked, courtesy is behaving to other as you want them to behave to you.

Then there are the coaches that are moved on by Traffic Wardens outside Westminster Abbey because the guide has told the driver 'I'll be out at 1045'd and still no sign of the group at 1100. Or the extra charges for parking because the guide has gone over the time agreed at the Tower of London.

'And no thought of EEC legislation that will eventually become law in Britain,' that says passengers must be told where emergency exits are to be found, said another operator.

The loudest complaints, though, seemed to be about those guides who walk up and down the coach dragging the mike lead, and then complain to their company that the mike wasn't working.

Another very important point was put over by an operator who asked why was it his coach could turn 30 minutes before departure, with a driver who had checked out the route beforehand smartly dressed in a sparkling white shirt and tie, and the guide could turn up five minutes before the off dressed in jeans and scruffy jumper?

Whoops!

But I'm not sorry I asked, because with the Government's new National Vocational Training (NVQ), coach operators are in a position to review guide training, throw out the old practices and get involved in training guides the way they want them to be trained.

Many of the above points could be covered by better liaison between coach tour operators and Tourist Boards. How many of you have been invited to workshops, such as the London Tourist Board's 'Coach Approach', and been asked for the local board's guide training officer what YOU want?

If you do want a list of guides, many Tourist Boards won't supply these. I phoned the London Tourist Board last week and asked if coach operators could be sent a list of their guides, and was told that this would cost £5. But it is "sent free to tour operators"! Why should coach companies have to pay?

Now is the time for operators to tell Tourist Boards what they clients want. Then if nothing is done, boards can't complain if operators take up Marksman's idea of using "local . . . people who have a vast knowledge of history and folklore".

As a Blue Badge guide myself I can probably say that we don't do enough to liaise with coach operators when training potential guides. I have done some dreadful things, including shouting down the coach at a driver and nearly giving him a heart attack, but one larns a lot from coach drivers, and if you involve the coaching industry in training you get a much better guide at the end.

There is another side to the story though, as many of the coach operators said they were delighted with the guides they used, and mentioned how clients asked particularly for a named guide when re-booking parties.

One operator said that you had to tell the guide exactly what sort of party you were carrying, and said he had been with a group of coach operators whose organiser had asked for an up-market guide. When Miss Sloane Ranger stepped on the coach they had criticised her endlessly – sometimes you just can't win.

Bad guides can be the result of inappropriate selection, bad training and unreal assessments. So what can you do so your guide gets the right training for your parties?

Thanks to EEC initiatives (there is something good there) Marksman and other coach operators can now have a say in guide training, all thanks to NVQ.

BCT Training has been representing coach operators on a committee looking into the industry's needs for guide training, and details of the new NVQ will be announced shortly. These qualifications have to be industry-led, which mans coach operators have a chance to say what THEY want guides to be taught, and Marksman should make sure that he contacts his Regional Tourist Board guide training officer to ensure that coach operators are involved in the selection, training and assessing of guides.

Up to now most guide training has tended to emphasise what is required by the overseas visitor, forgetting the home market even though this market spends twice as many bed nights away from home touring Britain as do overseas visitors.

British people do have

...AND THE GUIDE COULD TURN UP 5 MINUTES BEFORE THE OFF DRESSED IN JEANS AND A SCRUFFY JUMPER?

different interests, and Marksman's local people could easily be trained so they can be booked for tours. If coach operators contacted these people and offered to sponsor them for training, there would be a pool of the right type of person available for British coach groups.

Trained in how to use a mike, plus group handling skills, they could gain credits towards the new R.S.A. Diploma, and could transfer these to a Guide Diploma when it was ready. NVQ courses are what is called "Open Access" and Maurice Jones of BCT explains that this mans you can take different modules are different times, in different areas if wanted. For instance a trainee takes a courier course which gives credits for:

- Maintaining tour records.
- Providing clients with appropriate practical information.
- Showing they can deal with a variety of client information, etc, and most important ...
- Ensure compliance with legal requirements application to operator of tour.

All necessary for guides, representatives and couriers who should know the basics of driver's hours regulations, where they can park a coach, not to stand while guiding on the move, and all the other points.

How NVQ works is very simple:

Say Sally, a trainee, goes to work for a coach operator in Birmingham and does a winter's work on Rapide. Her operator sends her on the National Express course, and she gets a credit for "Providing catering and other in-transit services".

At Easter Sally's boss sends her on a curse to larn courier skills, and in the summer she works for him as a continental courier. During the next three years Sally picks up nine more credits, which automatically entitle her to the R.S.A. Diploma for couriers.

Sally gets married, and decides she wants to live in Nottingham. She goes to work for a local coach operator who does day tours to Bath, York, Chester and London. Once Sally has the basic credits, which are entered on her cumulative assessment record (known as CAR – more initials to worry about) she can then apply to the Regional Tourist Board that covers her company's day tour destinations to take their section of the guide training that deal with local history, geography etc.

No need to do the basic microphone and administration training, as she already has the CAR credit.

So Sally does the London 'add-on' to her Diploma, which as she already has the credits means that she has to learn London's history and do the practical work for panoramic tours. By now, coach operators could have 'demonstrated a need' for a panoramic London tour assessment, and with NVQ the operators could ensure that their 'appropriate needs' were covered. But operators must tell Tourist Boards what their needs are, not leave them to guess.

Sally passes this part of the course, and obtains sufficient credits to qualify as a guide. We could go on by saying Sally then lives in Paris and learns the history of the town and then gets the Paris qualification, and she could go round Europe adding on to her NVQ qualification, as after 1992 these are expected to be interchangeable.

Operators who remember the fuss when Paris banned all but their own registered guides from guiding tours will be happy to know that after 1992 it will be much easier for their staff to obtain a qualification to guide in the City; basically if they have the tour admin, mike handling, presentation skills etc. they just have to take the historical and orientation part of the Paris course.

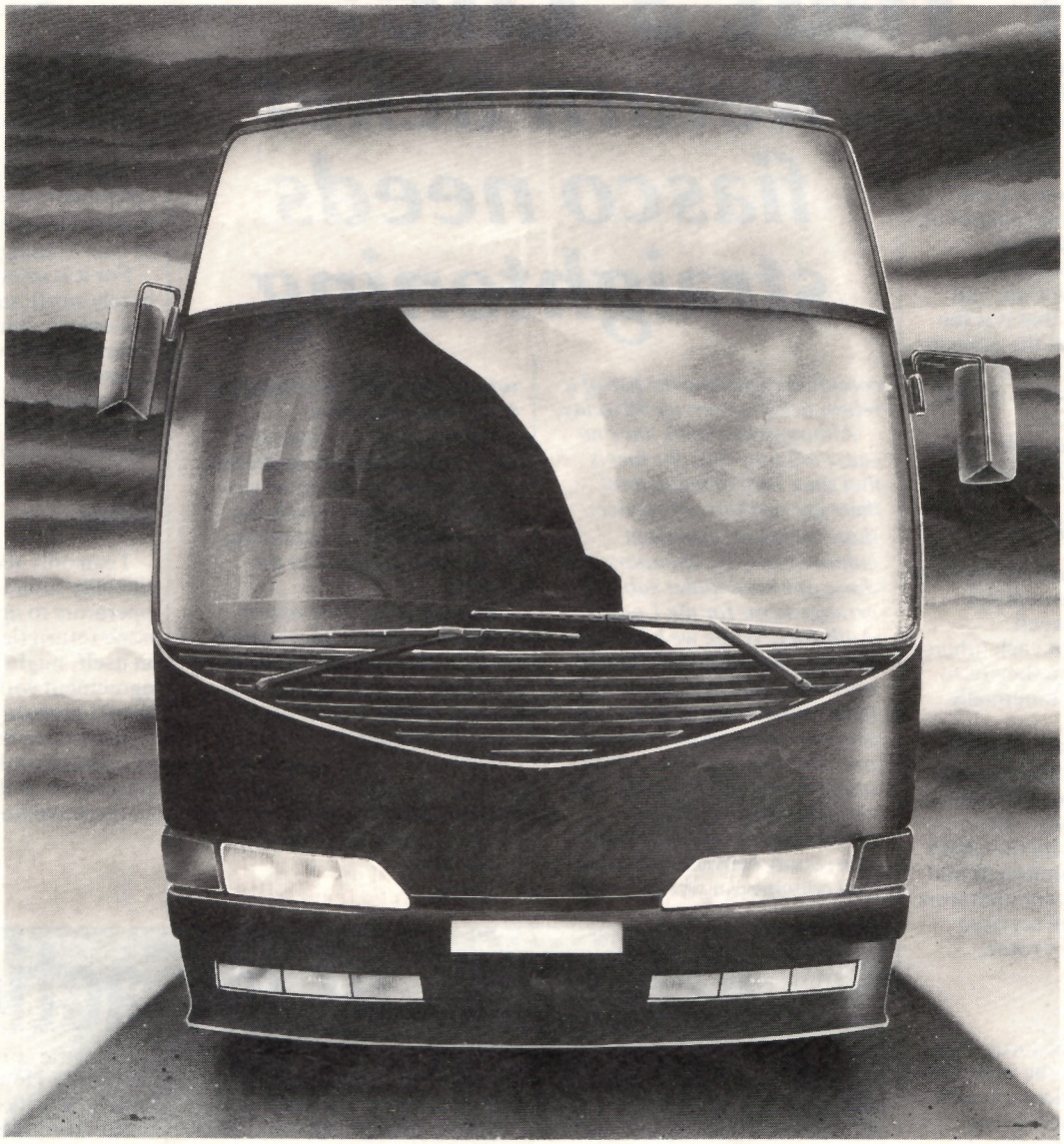
I expect that this article will stir up a storm – but let's harness this indignation and together work towards a better training policy for guides, so that the client benefits and comes back with repeat business.

The NVQ is all about standards, and what industry representatives think will meet the requirements of today's clients. Qualifications for guides will have to be totally re-thought, and coach operators who want to be involved need to contact their Regional Tourist Board as soon as possible, or ask the local coach operators' association to do this.

Guides are a bit like the little girl in the nursery rhyme, who had a little curl, and when she was good she was very, very good, but when she was bad she was horrid. The coach operator who mentioned that "it won't do any harm for guides to realise that they are not indispensable" realised that most guides don't hold a PSV, but most drivers could move over into the left hand seat and do a very good job of guiding.

The industry needs good recruits to make a team with the driver and give passengers an enjoyable tour. If coach operators sponsor marksman's type of person on the NVQ courses there should be some really good guides available for British coach tours – but don't let the overseas groups pinch them!

THE MARKET HAS BEEN ASKING FOR IT AND THE TIME *IS* RIGHT...



...AN UN-PARALLELED EVENT IN YOUR INDUSTRY

MORE NEXT WEEK...

Letter's a natural for That's Life!

BY MARKSMAN ON target

Return ticket fiasco needs straightening

I DO not watch much television at all, and particularly try and avoid the banality of Esther Rantzen's 'That's Life' – but it has been my misfortune to see it a few times. I now fear that a letter of mine could feature on it!

Although I favoured the concept of deregulation, and remain convinced that it is the shot in the arm that the industry needed to move it out of terminal decline, there are still aspects of it that need improvement. One is the inter-availability of return tickets.

Agreement

In one of the counties forming my territory agreement has been reached between operators to accept each others return tickets when they have been issued on commercially operated services.

For reasons best known to themselves the local authority has put services out to tender in very small packages – often single journeys; with the result that it is not uncommon to find two or three different operators providing tendered services over a single line of route.

Accept

So, naturally, the local authority requires the operator of a tendered service to accept return tickets issued by any other operator of tendered services over the same route.

But it has not been possible for the tendering authority and commercial operators to agree that inter-availability of return tickets should apply between commercial and tendered services.

Now, I understand the previous two paragraphs, and so will most readers of *Coachmart*. But how do you explain the logic of it to a passenger who has bought a return ticket which a driver, quite correctly, refuses to accept? The best that I could do was as follows:

Dear Madam,

I am sorry that you have cause to complain regarding the use of a return ticket on service 98 today.

Although bus users have no cause to know this, the fact is that since bus 'deregulation' there are two sorts of service: those which are provided commercially by operators and those operated under subsidy arrangements for the Local Authority. While we have been able to agree terms with other operators' services, and a return ticket purchased on a subsidised service can be used to come back on a subsidised service which may even be run by a different operator; there is no inter-availability of return tickets in this county between subsidised and commercial services ***even where they are provided by the same operator.***

There can be no doubt that this is not satisfactory as the only way of knowing which services are subsidised and which run commercially is by consulting the timetables issued by the council.

When drivers issue return tickets they do not know which journey the passenger intends to return by. Indeed, often passengers themselves do not know at that point.

I am sorry if this is not terribly helpful, but at least you will now understand why our driver (quite correctly) refused to accept your return ticket.

Yours etc.

Not only does this, unhappily true, story illustrate a ridiculous situation; it also fringes on a wider problem – fear of going too far in reaching these sort of agreements lest they come within the purview of the Office of Fair Trading.

For it is so obvious that it is barely worth saying, that there can only be inter-availability of return tickets where there are common fares. Thus an agreement to accept each others returns, implies agreement on the actual level of fare too.

Silly

I can only see one way out of this silly situation – for operators to agree to cease to issue return tickets at all. That, in itself, might be a registerable agreement with the OFT, but it would probably be quite easy to demonstrate that avoidance of the sort of problem I have illustrated, is the best interests of the travelling public.

Ashamed of my action

SINCE deregulation I have, several times, done something which is commercially expedient, quite legal, and yet I feel thoroughly ashamed of doing it.

Although I have registered service reductions and withdrawals the necessary 42 days in advance, and sent a copy to the local authority, I have neglected to publicise this to passengers until a day or two before the changes.

Commercial acumen decrees that there is no point in telling passengers on, say, a works service, that it will be discontinued in six weeks time when it is obvious that they will then start arranging car sharing schemes or grouping together to hire a mini-bus with the result that the registered service runs virtually empty for six weeks.

In the days of Road Service Licensing it was normally a licence condition that 21 days notice was given to passengers of changes in fares, route or timetable. One would have thought that, in the interests of the travelling public, a similar provision should have been retained within the registration procedures.

Perhaps it was thought that the six weeks notification to the Commissioner and the local authority would result in this information getting back to the public. But with Notices and Proceedings being as historic, and about as interesting, as a Georgette Heyer novel and local authority timetable information (in many areas) only noticable by its absence; passengers relying on information from these sources would wait for buses which will never arrive.

For while I, in the interests of good public relations, do tell my passengers about 48 hours in advance of these sort of curtailments, others may not.

As I have commented before, there seems to be some merit in totally scrapping the cumbersome and, largely, useless registration system and substituting a requirement for local service changes to be published in local papers for all the world to see.

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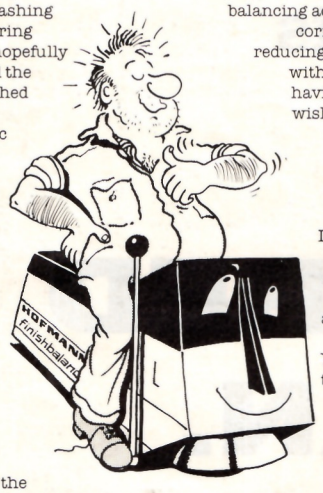

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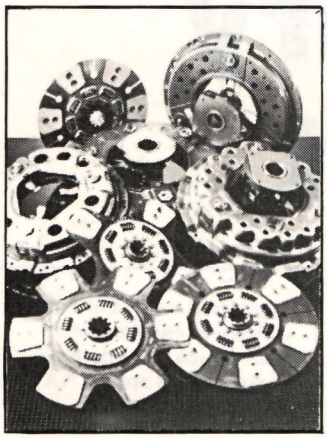

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Marksman's story left us all aghast

SIR – We would like to respond to the comments made by 'Marksman' regarding the NALGO dispute in the August 10 edition of your publication. Having witnessed events which are referred to in the column (albeit that parts are a gross misrepresentation of what really occurred) it would seem that 'Marksman' is indeed the same character who collided with one of us (the assistant secretary) while we were picketing outside our workplace on Tuesday, July 11.

Firstly, we would like to correct some of the factual errors in the column. The pickets were not 'right hard in front of the doors'. By that time of the day (late afternoon) there were very few people entering the building and the four pickets left were generally engaged in conversations with each other, loosely around the entrance area.

We are intrigued to know what is meant by the people being 'on, not outside' the council offices! As far as we are concerned we were outside the main entrance, and it is not an offence in itself to picket on private property. Nor does the ACAS code of practice on picketing 'have effect as if it were law'; it is merely admissible in evidence to a court of law in its capacity as a *code of practice*.

Having delivered his tender into reception, 'Marksman' left the building, and in doing so deliberately walked into one of us. As she is only 5ft 1in in height you will understand the situation better if you have ever had occasion to met 'Marksman.'

Outraged by his behaviour, which had now become violent both verbally and physically, one of our pickets attempted to stop him, at which point 'Marksman' re-entered the building and complained to the police regarding the legality of our picket.

The department's staffing officer was also present and the target for his assault entered the building, along with another colleague, to explain what had happened. 'Marksman' then left the building and returned to his car, which was parked on double yellow lines in the road opposite.

We are therefore stunned at the implication that the pickets had seriously abused him verbally, although under the circumstances, it was to our credit that we did not.

His whole attitude was most aggressive. Incidentally, we would add that the police subsequently found our pickets to be perfectly legal.

Regarding 'Marksman's' comment on the failure of his tender, we seriously hope that there is no attempt to imply that it was in any way related to this incident, as this would constitute a very serious, and entirely unsubstantial, allegation.

To tackle the broader issues raised by his column, we totally refute the allegation that NALGO has displayed a 'cavalier disregard' to council services. Throughout the dispute, we ensured that emergency cover was provided in children's homes and a large number of functions were discounted when it came to identifying areas for indefinite selective strike action as being too damaging to the public.

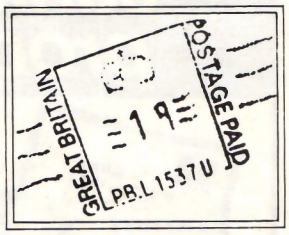
NALGO has also consistently campaigned for better funding of public services, as demonstrated by our 'Make People Matter' campaign last year. We would point out that a poorly paid work force with inadequate resources to provide those services can only be detrimental to the public.

In fact, much of the time, public services rely on the goodwill and commitment of their staff. We suggest that if 'Marksman' is so concerned for the welfare of the sick, the elderly and the vulnerable in our society that he would do better by calling upon the Government to provide more money for the public sector instead of abusing and assaulting council workers.

Clearly, the intimidatory attitude displayed in his column towards his own workforce demonstrates a deplorable disregard for basic human rights.

As regular readers of your publication, we hope that this letter is printed in *Coachmart*, if only to set the record straight. We believe that we deserve that much; not only have we had to suffer his abusive behaviour personally, but also the scurrilous allegations against our trade union, our colleagues and ourselves.

LIZ LOEBNER
Steward, NALGO
GAIL SQUIRES
Assistant Secretary,



Send your letters to:
The Editor, Coachmart, EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS

Flashback to the On Target column of our August 10 issue which stirred up a hornet's next among NALGO members.

ON TARGET

My answer to the picket problems

BY MARKSMAN ON target

I HAVE never understood the mystique of a picket line. Pickets seem to think that it is the unionists equivalent of a sorcerer's magic circle – to cross it is to step into eternal damnation as a scab, whatever that means!

My failure to comprehend this magical property of unionist scripture is, no doubt, because I have never ... ed their cult and ... and the disabled, and whose duties include highway safety and education; can act with such cavalier disregard to these very functions.

At the height of the holiday season the French air traffic controllers are again causing chaos with their industrial action. It is high time that we in Europe followed the example of Ronald Reagan who simply ... air t... all ... on two counts: ... firstly it is playing right into the hands of the NALGO mob who will be delighted if their action has a wider effect.

Secondly, it is the operator's responsibility to run registered services and I can see nothing in the registration regulations which could allow a Traffic Commissioner to disregard such re...liato... ction ... plaintiff in debt cases as the defendant rarely has any funds in the bank. But councils do.

For the uninitiated, a garnishee order is an instruction from the court to (usually) the ... and ... the

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Extra for Ermine

SOUTH Humberside operator, Daisy Bus Ltd, has received this Caetano Algarve coach. The company trades as Ermine Travel and is celebrating 70 years of operation, an anniversary commemorated by a special motif seen adjacent to the front entrance.

Mounted on Volvo B10M GL Mark III chassis the Algrarve was supplied by Salvador Caetano (UK) Ltd. The comprehensive specification includes 49/53 recliners, courier seat, centre sunken demountable toilet with centre continental door, tinted double glazing, full draw curtains and soft trim.

Third for Silverdale

ARLINGTON supplied Silverdale Tours Ltd, of Wilford near Nottingham, with its third new vehicle this year. The 57 seat Plaxton 3200 bodied Volvo B10M is for use on Silverdale's own tour programme and is finished in fleet colours of yellow with red and black lines.

Javelin for Travelgreen

A SHORT wheelbase Dennis Javelin has been added to fleet of Travelgreen. The coach with 34 seat Duple 320 bodywork has been supplied by Yeates of Loughborough. It is now the largest vehicle in the Doncaster based fleet.

FLEET UPDATE

Optimo is number 27

LUCKETTS Travel, Fareham has added another 21 seater Caetano Optimo to its 26 vehicle fleet. The Optimo, which is based on a Toyota chassis, is comprehensively equipped with plug type entrance door, tinted side windows, full draw curtains, individual reading lights, forced air ventilation, full body insulation, soft trim, centre gangway carpet and radio/PA/cassette.

Titans head for Bexley

THIRTY one Leyland Titans from other parts of the London Buses fleet will join the blue and cream Bexleybus operation of Selkent. The refurbished buses will replace 15-year-old DMS type Daimlers which had maintained the Bexleybus operation together with 28 Leyland Olympians. Bryan Constable, Selkent's managing director, hopes for improved comfort and reliability from the newer vehicles, which are being introduced over six months.

AN unusual customer for a new coach is the Clifton Hill Hotel, Penrith which took delivery of this DAF SB 2505 DHTD. The Hotel runs a small fleet of coaches, including one other DAF, for the exclusive use of the hotel's guests.

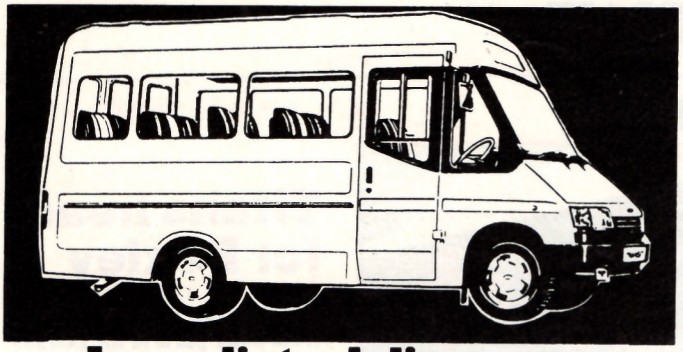
The Plaxton 3200 features low driving position and large underfloor integral luggage space. The specification includes 57 seats and aisle carpeting. It was supplied by Hughes DAF, of Cleckheaton.

Traditional purchase

LOWLAND Scottish has maintained its tradition of operating Reeve Burgess bodied vehicles on its Border Courier operation. The latest addition is on a short-wheelbase Leyland Swift chassis with 21 coach seats, which are separated by a full-height partition from a large rear goods compartment.

This is the first Reeve Burgess Harrier in Scotland and the first to be built as a dual passenger/goods vehicle.

There are five Border Courier vehicles providing a service network jointly financed by the Borders Regional Council and the Border Area Health Authority.



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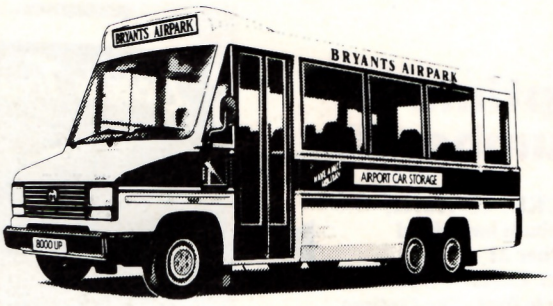

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1979 LEYLAND LEOPARD, semi-automatic, Duple Dominant, 50 reclining seats, MoT 19.05.90.
1979 12m LEYLAND LEOPARD, semi-automatic, Duple Dominant, 50 reclining seats. MoT 23.06.90.
1979 LEYLAND LEOPARD Duple Dominant, semi-automatic, Mark II, 47/49 seats, choice of 5
1978 12m LEYLAND LEOPARD, semi-automatic, Duple Dominant, 50 reclining seats, MoT 23.04.90.
1978 12m LEYLAND LEOPARD, semi-automatic, Duple Dominant 50 reclining seats, MoT 11.09.90.

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No problems with tight corners as the test Delta emerges from Burnley bus station.

DELIGHTFUL DAYS WITH THE DOWNTOWN DELTA

There are several good reasons why the Optare Delta was voted Bus of the Year at the British Coach Rally. Staff writers Rod Davey and Mike Morgan put the Delta through its paces and discovered most of them.

INNOVATIVE Leeds-based Optare launched the Delta single deck bus at the SMMT Motor Show last year.

Its futuristic design, based on the DAF SB 220 underframe, echoes its other products in the minibus market. Although it was first in the field with the wedge-shaped City Pacer and Star Rider, MCW launched a similar design with its Metrorider. Now Optare owns the production rights to this vehicle as well – monopolising the more modernistic designs in the UK small bus market.

Optare looks set to continue this trend with larger buses. The Delta also has a wedge shaped frontal aspect with many other visually appealing features. In fact, its positive design features won it the Bus of the Year at this year's British Coach Rally held in Southampton.

Our test put the Delta through its paces on a route encompassing the greater part of the West Yorkshire conurbation, including some gruelling Pennine hill work straddling the Yorkshire/Lancashire border. We covered over 135 miles in total, with tests for fuel economy, the driver/passenger environment and performance en route.

Build

The Delta bus body is constructed with the Alussuisse method – and Optare is the sole UK mainland licencee for this Swiss system, following the pioneering work of Ballymena-based Wrights in Northern Ireland. Alusuisse build is a proven system which has been used on the continent for over 12 years.

Sales executive Chris Wise told us the Delta's semi-integral construction is based on a 'long-life' stressed aluminium structure 'designed for easy repair' – in fact, the vehicle has a design life of over 15 years. Downtime is kept to a minimum due to the fact that the operator is always able to replace body parts from the outside of the vehicle. In addition, Wise said: 'It also has standardised parts and only two types of fixing brackets.'

Its body sides are made up from double-skinned aluminium extrusion – one forms the waist rail with a further extrusion for the cant rail. Such construction dispenses with panelling giving clean lines and obviating dirt traps. This aluminium framing runs the full length of the vehicle.

Skirt panels are mainly lift-up flaps. The wheel arches are accessible and have quick release fasteners. This gives access to the shock absorbers and front and rear suspension mountings. Between the wheel arches are two lift up flaps either side, enabling the mechanic to reach the air dryer and light grease chassis lubrication system – both of which are fitted as standard.

Replacement of the vehicle's pillar sections is also made easier, as these fall short of the cant rail and are up to the window line. These are positioned on the vehicle's DAF SB220 chassis with bolted mountings. In fact any joinings with the steel chassis have the Alusuisse-recommended 'Dielectric' treatment which prevents aluminium corrosion. This type of pillar construction minimises costs as no full length pillar replacement is required.

The pillars are butt-jointed ▶

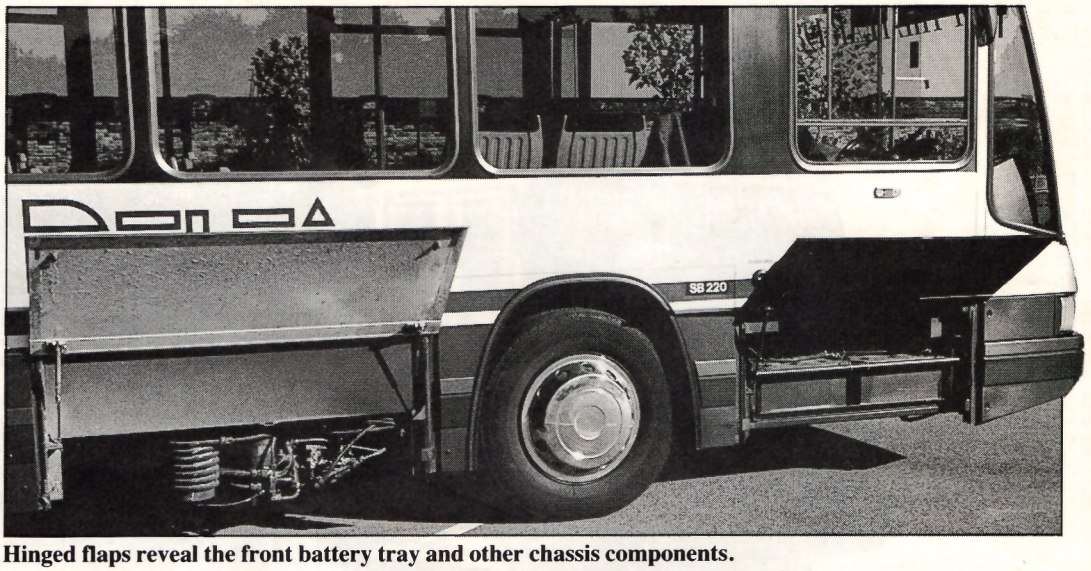
with the waist rails and are grooved to house the sliding tapping plates. All fixing bolts have glue-encapsulated threads – if fixed with a torque gun it is claimed they will remain firm for 30 years.

In contrast to the side frames, the main roof panel is of one-piece aluminium construction and is bonded to the structure. Optare claims this minimises water ingress during the vehicle's later life.

Frontally, the Delta is not only attractively designed in GRP, but the design also incorporates many cost-effective replacement features. Its separate front corners, bumper and grille are all quick release. However, although the frontal aspect was not designed with any aerodynamic principles in mind, it is believed its wedge shape reduces wind resistance.

At the rear, despite the basically flat design, style reliefs soften the effect. The lift-up boot gives access to the DAF LC 1160 turbo charged diesel engine, for daily checks for oil, coolant and hydraulics. There is also easy access to the compressor, engine filter, and alternator. All rear panels are in GRP, with separate bumper, panel and lighting units.

The one-piece laminated windscreen, despite its attractive double curvature and large size, costs only £550 to replace. Fixing is easy as the screen is secured with a rubber gasket, as are all the single-glazed tinted side windows. Three hoppers are fitted as standard to either side.



Hinged flaps reveal the front battery tray and other chassis components.

Set well back at the off-side rear, the width of the emergency exit is not excessively obstructed by the seats at this configuration.

Passenger Comfort

Through the passenger entrance doors, which are of the wide Deans glider twin leaf type, allowing a full width intermediate step, the Delta displays a welcoming environment. The entrance area is commendable for its shallow step and unobstructed level floor. However, the interior floor is not level throughout, with a raised step to the longitudinal seats over the front wheel arch, and two steps to the rear platform over the engine compartment. All steps are edged with yellow dog-toothed markings for added safety.

The lack of a flat floor throughout is amply compensated for by the provision of grab rails and stanchions, all of which are of larger diameter tubing to Diptac specification. There are no less than five seat to roof stanchions and two floor to ceiling – all fitted with bright yellow bell pushes.

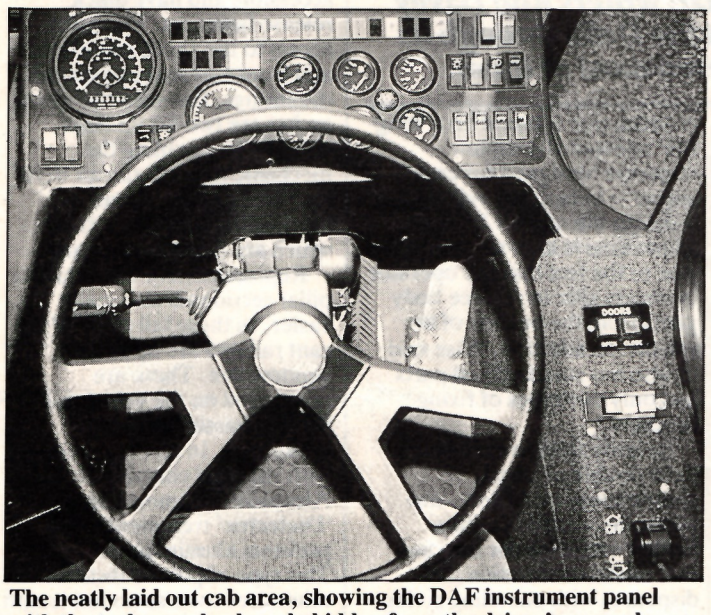
Older passengers will appreciate the rails protecting the front nearside luggage area, because they provide added support for those approaching the front of the bus, particularly when approaching a stop. Otherwise grab rails in the entrance area are restricted to the two attached to the doors.

Floor covering throughout is the rubber relief type, known more commonly to operators as 'dimple effect'. This type of flooring provides very satisfactory anti-slip characteristics when wet.

As tested the Delta was equipped with 47 Belgian-made seats of distinctly firm continental appearance. However, they remained consistently comfortable during the 10 hours of our test. Within the context of local service, this particular type of seat offers passengers the impression of individual seating, with more than adequate spacing.

Optare offers a number of options which should suit most operators' needs. These include up to 53 hard-backed bus seats or coach seating. All the forward facing seats (with the exception of those at the rear) are mounted on tracking for ease of removal and/or relocation.

Although the test vehicle was upholstered throughout in grey soft-trim, Go-Ahead Northern specified hard trim for its order of 14 Deltas. According to Chris Wise, both types of trim are



The neatly laid out cab area, showing the DAF instrument panel with the tachograph – largely hidden from the driver's normal line of vision by the steering wheel.

Specification

Vehicle

Type: DAF SB 220/Optare Delta 47 seater

Price:

£75,000 ex VAT

Dimensions:

Length	11,800mm
Width	2,500mm
Height	3,140mm
Wheelbase	5,500mm
Rear overhang	3.410mm
Front overhang	2.930mm

Weights:

Unladen	9,900kg
GVW	16,500kg

Engine:

Type .....DAF LC 1160 horizontal six cylinder turbo-charged diesel, 11.6
Max output .....218 BHP at 2,000 rpm
Max torque 715 lbf ft (970 Nm) @ 1300 rpm
General Water cooled. Front mounted radiator.

Transmission:

Gearbox .....ZF 4HP 500 electronically controlled automatic with integrated retarder.

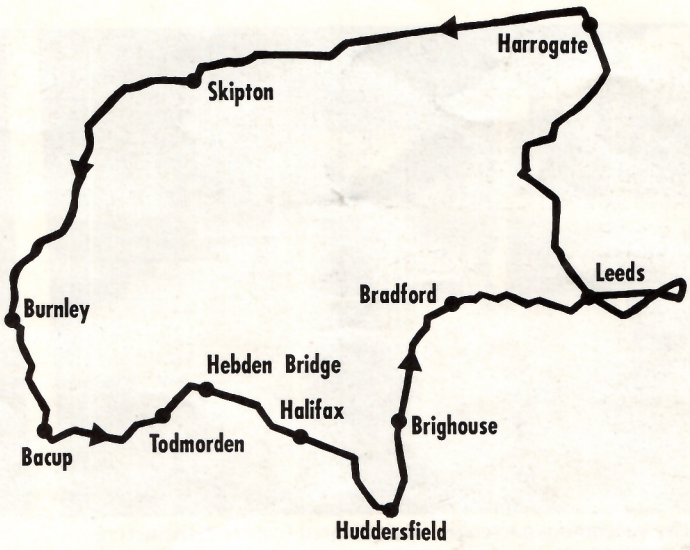
easy to clean. The overall effect of grey trim and seat fabric together with the rubber floor would be dull without the red seat edgings and backs, together with the red stripes in the fabric on the centre roof panel.

While ventilation is provided by the hopper windows, heating is Purmo convection, which is driver controlled through an electro/pneumatic valve. There is a thermostat on the rear bulkhead, which controls the heat output from the ducting running the length of both sides of the bus.

No less than 10 roof-mounted fluorescent lights provide illumination throughout the saloon.

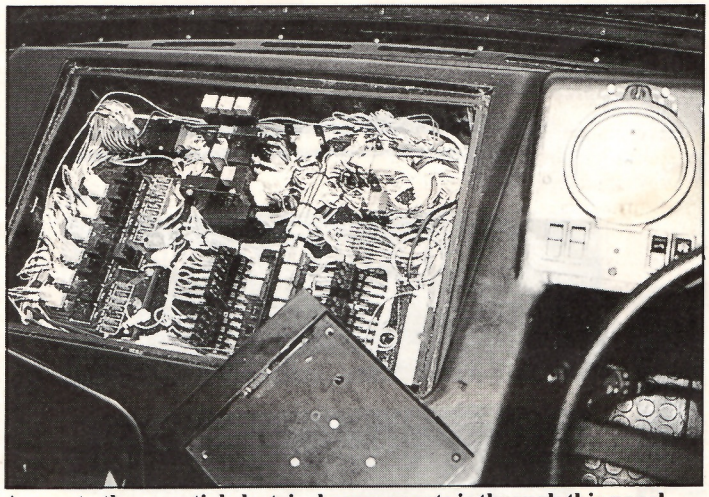
In this 47 seat configuration a very adequate luggage pen is provided over the nearside wheel arch. Alternatively up to four seats could be specified in this area, but it must be noted that Optare does not offer roof suspended luggage racks as an option. The increase to 53 seat capacity would be by the addition of one seat to the four at the rear, and one to the three over the off-side front wheel.

The ride comfort for the passenger is assured by the absorbent air suspension, which gave excellent protection against the worst excesses of West Yorkshire's potholes. Indeed a ride around the Swarcliffe Estate on Yorkshire Rider's 25 route, provided very good evidence that future passengers on the Delta will have little to complain about. Indeed Optare may have the ideal vehicle for matching up to any proposed guided bus system, because the Delta already gives the impression of riding on rails!



The route our staff writers took on testing out the Optare Delta.

The Delta did not display the ride qualities associated with poorer examples of long wheelbase rear-engined buses. It does not matter whether the passenger is at the extreme front or rear, because there is no evidence of excessive pitch or roll. The ride is very well controlled. The test confirmed that the suspension design minimised front end roll to give a very stable ride. Adding to the general satisfaction of the passenger environment is the low overall noise level from the mechanical components.



Access to the essential electrical components is through this panel situated adjacent to the cab area.

Driver Comfort

Optare Delta drivers could claim to have the best seat on the bus. The gas sprung Chapman Bremshey is fully adjustable to give most, if not all drivers, a satisfactory working posture. Both of us found the range of adjustment available with both seat and steering column perfectly adequate – bearing in mind our different heights.

The ease of driving gives the driver confidence to overcome any fears regarding problems of length and overhang. The view through the front screen is first class. Vision through the ideally located driving mirrors is superb. The off-side mirror in particular is worthy of comment, because its location benefits from the impressive frontal design, which brings the mirror out of the driver's line of sight when approaching roundabouts.

Both of us found the ZF steering to be very light. Manouvering the 11.8 metre Delta in Skipton bus station proved very straightforward, although drivers need to be aware of the rear overhang. The effect of the rear overhang would be dramatic if a driver applied the excellent full lock when close to such items as bus shelters!

We found no particular problems when negotiating the tight roads of housing estates, although its 12-metre length and 3.4-metre front overhang would bar it fron the less penetrable areas. Quite obviously, the vehicle would be a favourite with operators already employing minibuses in their fleets for this purpose.

Clear vision and light controls also made estate work easier. Many drivers find the judgement of vehicle width is easier with a split windscreen – the centre dividing strip acting as a guide. The big Optare screen demonstrates admirably that such a technique is a compromise arising from inadequate vision. And the design of the entrance area ensures that the driver's view forward is never obstructed by passengers.

The size of the front radiator housing built into the nose is significant. The space being additionally utilised to provide ▶

Gear	Max Speed	RPM
1st	15 mph	1,800
2nd	28 mph	2,000
3rd	35 mph	1,900
4th	53 mph	1,900

Final drive DAF 2255 single reduction, single speed fully floating axle with hypoid bevel gearing. Ratio 4.10:1.

Front axle .... DAF N130 1 section rigid beam.

Steering:

Type ..... ZF hydraulic power assisted, ratio 20.2:1.
Wheel Adjustable for rake and height.

Brakes:

Type Dual circuit pneumatic split front and rear (EEC system).
Parking .....Spring brake actuators.
General ..... Automatic shock adjuster and brake wear indicators. Air driers.

Suspension:

Type ..... Full air.
Front Double acting shock absorbers, stabiliser.
Rear Double acting shock absorbers, stabiliser.

Electrical:

General ..... 24 volt.

Equipment:

Front towing eye. Automatic chassis lubrication. Reverse beeper with override. Spray suppressant rear mud flaps. Triple route number and destination equipment.

Wheels and Tyres:

Type ..... 10 stud disc wheels.
Rims ..... 7.50 x 22.5.
Tyres ..... 275/70 R22.5 tubeless.

Performance:

0-30mph ..... 9 seconds.
0-50mph ..... 22 seconds.

Fuel Consumption:

Test route length .....228km (135.46 miles).
Fuel used .....60.5 litres (13.3 gallons).
MPG .....10.18.
Fuel tank capacity .....275 litres.

inboard access to the main electrical components. Vehicle electricians will doubtless appreciate this easily accessed weatherproof location.

Other aspects of the design show equal consideration for operational problems. The cab is spacious, with all controls falling readily to hand. The test vehicle was equipped for Wayfarer, and cash handling equipment could be conveniently located on the rear hinged cab door. Operation of both wipers and exterior lighting is from one substantial steering column stalk to the left. Door, gear and hand brake controls are on a panel to the right.

Given this, it is unfortunate the fascia design lets the general cab design down. Our biggest criticism is reserved for the positioning of the tachograph – which is on the far left of the panel. This is compounded by an unnecessary rev counter provided on this automatic, occupying a more central position on the DAF-designed fascia. Its assymetry is annoying.

Gearbox control consists of three push buttons – forward, neutral, reverse. The transfer from forward to reverse can only be achieved after pressing neutral, thus preventing accidental engagement of the wrong gear.

Performance

The ZF 4HP 500 gearbox provided very smooth changes up and down the box. A five speed option would give the Delta a 75 mph potential according to Optare, but the four speed Delta tested provided very impressive performance up to a 53 mph maximum. The Delta proved nippy in acceleration tests, with 30mph reached in nine seconds and 52mph in 22 seconds.

The 218 bhp DAF effortlessly propelled the bus up the Pennine hills. When the engine fell below maximum torque, a sharp push on the accelerator induced kick-down. This performance from the lightly turbo-charged engine, together with the inbuilt retarder would indicate that the Dutch chassis design team, despite living in the flat lands, at least understand the requirements of bus operation in areas such as Halifax.

The retarder, which can be switched out, operates through the footbrake. A short period with the retarder out of use in Leeds rush-hour traffic clearly demonstrated its benefit as an aid to smooth progressive braking. Retarder operation requires gentle pressure on the brake pedal, whereas the dual circuit air operated system requires firmer pressure.

In the course of intense city bus type operation, the braking system will give powerful, controlled operation. If operating conditions become more relaxed, and gentle stops are the order of the day, then the gearbox will give the vehicle a mild, but unexpected, push forward as it changes down. However, smooth acceleration is easily achieved given a defensive driving style.

Our test route contained a rural and urban mix. However, the emphasis was very much on urban routes, including Bradford and Leeds city centres at their worst. The fuel consumption fiqure of 10.18 mph is very satisfactory under these conditions, and favourably compares the Delta with many of its rivals.

The welcoming passenger environment featured distinctive Belgian seating.

Even the rear end displays style and practicality, with easy access for routine checks.

Verdict

As mentioned, the Optare Delta has already achieved Bus of the Year status. We consider that it could deserve that aclaim for a number of years to come. Orders have been received from a good cross section of operators, including companies such as Seamarks, Ogdens, Walls, Reading and Go Ahead Northern. They have been specified with dual doors for airport work, with APCOA at Gatwick, as well as one which is being evaluated for Red Arrow work by London Buses.

Given the fact that the DAF underframe now has a six year reliability record from use on the European mainland, and the LC 1160 engine is basically the same as the DAF 375 bhp power plant, operators should have little to fear from the mechanical specification.

The body-styling creates such a visual impact, that even pedestrians in the Crossgates area of Leeds still turn to look. School children returning home courtesy of Yorkshire Rider gave us gestures of approval rather than looks of disinterest.

In today's competitive enviroment, this is surely the bus to win the hearts and minds of passengers. Its futuristic appearance and the proven longevity of the Alusuisse build combine with the excellent DAF running gear to provide the required market-led environment for local bus operation.

Its capacity of 47 seats, or 53 without the luggage pen, and room for 24 standees, make it an economic proposition at £75,000 ex-VAT. □

Microsystems' MD, Dr Paul Middleton, demonstrates the latest MkIII variants of the Wayfarer machine with the MCV (Magnetic card validator).

WAYFARER – THE MICROCHIP MIRACLE

In the world of ticket machines, the name Wayfarer is one of the big success stories of the 1980s. Rod Davey travelled down to Poole in Dorset to meet the makers of the machine that caused a ticket punch revolution.

WAYFARER is a ticket machine in widespread use throughout the UK and well known by all operators. It's hard to believe that it is a comparative newcomer, especially given its current ubiquity.

An interesting comparison can be made with High Street cash machines – now familiar enough to be known as 'pie and mash' points in Cockney rhyming slang – as the development of both was only made possible with advances in microchip technology.

The Wayfarer's manufacturer, Poole-based Microsystems, has always been in the forefront in pushing back the limits of this area of electronics.

According to MD Dr Paul Middleton: 'Microsystems came up with the right product at the right time – the company grew predominantly on the back of the sales of the Wayfarer ticket machine.' The current machine is the MkIII, and two versions are becoming available for the market.

The variants may be divided into the touch keypad version which is being marketed in Spain and the machine with specially moulded keys for West Midlands Transport. The MkIII is a more programmable machine incorporating fare tables of extra complexity without the the use of merely assignable keys. That it is hitting the market in a big way is demonstrated by the fact that 2,800 are destined for New Jersey in the USA.

Microsystems' earlier MKI validator went into use with such companies as London Buses and Grampian – and now there are 25,000 machines in the UK alone, with 30,000 machines worldwide. Microsystems' biggest competitor is Almex, and Middleton estimates that his firm has 63 per cent of the UK market compared with 27 per cent for Almex. The remaining 10 per cent is taken by AES.

The order for Spain, which dates back to 1987 but was only signed in 1988, is for 300 magnetic card validators (MCVs). From trials with London Buses, Seville-based Tussam SA has 105 MCVs, complete with ticket machines. FGV of Valencia has such equipment in use for its underground and LRT system.

As far as validator/cancellators are concerned, sport provides a major fillip for the firm's activity. Trials with validator/cancellors are going on at Auckland in New Zealand in preparation for the Commonwealth Games in 1990.

Likewise the 1992 Olympics scheduled for Barcelona have brought a lot of activity. But according to Middleton Microsystems were 'unable to ▶

meet the timescales for trials in Barcelona earlier this year due to commitments we have already undertaken.'

Such commitments include trials with Dublin Bus which have resulted in an order for total replacement of over 600 ticket machines and 30 MCVs. And Dublin is thinking of installing two MCVs on each bus – a prospective order for 1,700.

Magnetic card validators handle such items as multi-journey, weekly, monthly tickets and OAP passes and permits. In Valencia they will be used as cash fare 10 journey cards for use in a fare system involving three concentric zones within the city. In fact Seville and Valencia are the first companies to go for Microsystems' Wayfarer ticket machines and MCVs at the same time.

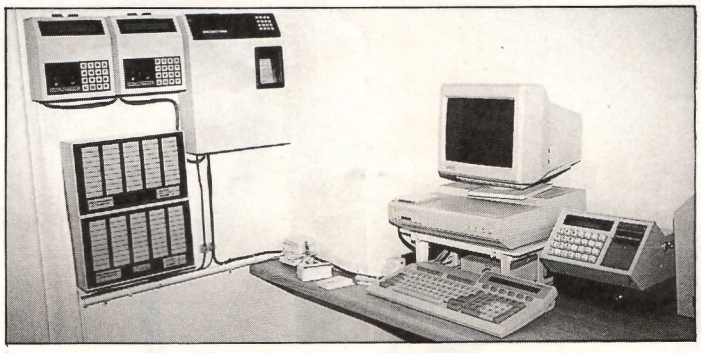
I asked Middleton about Microsystems' market share in the UK market. He said it was hard to make straight comparisons: 'Almex is still popular with operators, but our MCVs are more sophisticated, especially when combined with the ticket machine.' For example, he said that one ticket machine could be connected with up to 16 MCVs, automatically storing data. And in the Valencia underground system between five and six machines are to be used to each ticket machine.

Currently trials are going on in Portugal, Sweden, Norway and with South Yorkshire PTE.

At the same time, Microsystems' headquarters at Poole in Dorset are a hive of R&D activity. Developments at the fringes of current technology include the fruition of research in kiosk point of sale terminals for the issuing of magnetic tickets.

The system will work by the customer inserting a blank magnetic card and selecting the option required – for example a multijourney or time period ticket. After payment is made, the card reader module downloads the data via a telephone modem to the bus company. Each day the module is emptied and the bus keeper bills the shopkeeper or whoever is responsible for the machine.

Other developments include the linkage of IBM compatible computers to card handlers for use in travel offices, and the use of automatic ticket vendors with keypads and slot machines for use on bus station forecourts.



A Wayfarer depot reader with an IBM compatible computer, in this case an Apricot, together with the company's electronic clocking on/off machines.

A Microsystems worker checks the finished Wayfarer ticket machine before it is dispatched to a bus and coach operator.

Yet another is the portable Wayfarer ticket machine for conductors, which follows on from market research into improving boarding times. Although its a paper concept at the moment, Microsystems estimates there's a customer base for 5,000 potential customers.

And a system involving Sion organisers, the electronic 'Filofax' system, has been developed for the use of LRT inspectors in conjunction with the company's 'Swipemaster' magnetic ticket reader. Designed for the prevention of fraud, it displays information if the ticket is 'swiped' through the head – and it can store stolen tickets. With the right software it can be used on buses, underground and rail transport.

Smartcards are yet another development. Middleton told me: 'We believe our module – which carries processor, memory, real-time clock, and is designed specifically for use in ticket machines – is a better bet than any other smartcard on the market today.' He showed me a space model of a credit card sized module based around the company's own in-house designed integrated circuit.

Microsystems has designed the hardware and approached a silicon chip manufacturer to put the design in 'a little black package with legs on'. One spin-off from this work has enabled Microsystems to work towards getting the size of its Wayfarer module down to a 10mm thick credit card size. 'It will have sufficient memory to capture all the data required by a modern traffic management system,' said Middleton.

However, with present technology there is, as yet, no satisfactory solution – but the company is pressing ahead with related R&D as this miniturisation will make it suitable for portable conductors' machines, as well as reducing the size of all ticket machine hardware.

Despite current problems, the company is working towards using smartcards as passenger tickets. It has developed a prototype smartcard reader to operate in conjunction with the Wayfarer ticket machine and MCVs. With this system there is the flexibility of three options – the driver may be paid for a paper ticket/receipt, a magnetic card may be inserted in the MCV, or a smartcard into a smartcard reader.

For the system the company uses a proprietary smartcard which is presently used by the French telephone network – and the Sky Movie Channel is proposing to adopt it. The card costs £1.60 in large batches and is rechargeable. In comparison, a magnetic card only costs 0.1p – but the smartcard lasts longer. However, although it is rechargeable for up to 64 times, it is less secure on each recharge.

For the above reason, it is not suitable for driver modules, although Microsystems is looking for an operator to set up trials for the passenger ticket.

All this may seem a little sophisticated for the smaller bus and coach operator, although Middleton told me such operators with less than 10 vehicles on local services could start a system with 10 machines and a depot reader for as little as £15,000. This price is assuming the operator already has an IBM-compatible computer.

As the depot reader retrieves all information on the driver's waybill/module the system is ideal for both types of local authority contracts – for costing where the operator keeps the revenue but participates in concessionary schemes, or if revenue is handed over the local authority may install the system for greater security.

Middleton said: 'It is ideal for accurate records and will smooth business relationships – no matter what the size of the business is.'

Company history

PARENT company, acquisitive UK-based multinational Meggit Holdings, took over Microsystems, along with its sister companies which include the Blackburn-based fuel management operation Triscan, in October 1988 for a consideration of £34 million. Meggit now has four divisions, in aerospace, controls, electronics and energy, and its annual turnover has grown from £3.5 million in 1983 to a current level of £300 million.

Microsystems was founded in 1974 by Dr Roger Harding and Dr Michael Jackson primarily as a design consultancy – but the company also undertook general contract work and manufactured cash registers.

The sole ownership of Harding and Jackson ended in 1986 when Microsystems Design Ltd was floated on the unlisted securities market, after which it fell into the hands of its present owners Meggit Holdings.

New licence but JC gets conviction warning

WHISTON-based J C Mini-Coaches Ltd was called before the North Western Traffic Commissioner, Mr Martin Albu, because of the company's failure to notify convictions recorded against its directors in its application form for a licence.

The Commissioner considered the company's application for a new licence, authorising the operation of eight vehicles, at a Manchester public inquiry.

Director, Mr John Gilhooley, said the application for a new licence resulted from a change in business from operating on his own account to that of a limited company. The company was already set up, and was operating on the old licence.

Mr Albu said that was technically wrong.

Questioned by the Commissioner, Mr Gilhooley said he was the nominated Certificate of Professional Competence holder. He maintained the vehicles himself, though he did employ a fitter on a part-time basis. The previous licence had authorised the operation of five vehicles. They were now seeking eight vehicles, six of which would be minibuses.

Mr Albu said the reason the company had been called to the public inquiry was that it had been stated that there were no convictions in its application form. His information was that there were convictions, and he wanted to know why Mr Gilhooley had declared that there were none.

Mr Gilhooley said the situation had arisen because at 1450 hours in the afternoon they had discovered that a vehicle was unroadworthy due to vandalism. He decided that the school children had to be picked up, and he sent his wife out in a minibus, which was a private vehicle.

When the minibus arrived at the school, his wife was stopped by a traffic examiner, who

licensing & legal

WEEKLY REPORT ON LAW AND THE COACH OPERATOR

By Michael Jewell

established that the vehicle was not a public service vehicle. When the traffic examiner visited the premises the following day, said Mr Gilhooley, he had explained the reason why he had done what he had.

The traffic examiner accepted that the vehicle they should have used had been damaged, but had said that it was wrong to use the minibus. When he asked him whether it would affect the licence the company was applying for, he was told that it would not as it was a civil matter. He had not tried to hoodwink anyone, said Mr Gilhooley.

Mr Albu said it was not a civil matter and he would have to take account of what had occurred. The vehicle concerned had been used without any insurance, without carrying a first aid kit, etc. It was not a light matter.

Mr Gilhooley said the vehicle had been insured for a number of years by the same company. After the traffic examiner had made inquiries, the insurance brokers had sent him a new form to fill in.

The minibus was put on the same policy as the other vehicles. It had since been sold. He accepted that his wife did not have a PSV driving licence at the time. It was a job that he normally did himself. They had considered that it was an extreme case of emergency and that they had to pick up the school children in order to keep the contract.

His wife was now taking a course to obtain a PSV driving licence. They had thought carefully about the new set-up following that incident. It was the intention to have spare vehicles to cover every size of vehicle operated.

They were generating enough business to be able to afford a place of their own. It was necessary to move because of the amount of vandalism they had suffered at their present location, and they were currently negotiating for a new plot of land. The company had a contract with North West Trucks, of Huyton, to inspect the vehicles every five weeks and that company was also undertaking the MoT work.

He agreed with the Commissioner that there were also convictions for failing to display a PSV 'O' licence identity disc and for failing to wear a PSV driving licence badge.

Granting the licence, Mr Albu said Mr Gilhooley had to understand that the legal points were important. They were not just merely legal points, but had to do with passengers and their safety. He warned that Mr Gilhooley must ensure the regulations were complied with in the future.

£2,850 fines for Scott Cabs

THE provision of schools services with minibuses that did not comply with the PSV regulations, has led to Scott Cabs Ltd being ordered to pay fines and costs totalling £2,850 by Scunthorpe Magistrates.

The company, of Ashby High Street, Ashby, Scunthorpe, was convicted in its absence of two offences of aiding and abetting a driver to drive a public service vehicle when not the holder of a PSV driving licence, two offences of using a vehicle when the wrong rate of vehicle excise duty had been paid, two offences of using a vehicle without insurance, two offences of using a public service vehicle without it being authorised on a PSV operator's licence, two offences of using a vehicle without a test certificate, and two of using a vehicle without a Certificate of Initial Fitness.

Prosecuting for the North Eastern Traffic Commissioner, Mr Stephen Baggott said the offences related to two separate incidents involving journeys undertaken by two different minibuses, one in November and one in December 1988.

The minibuses concerned fell within the definition of public service vehicles, contained in the 1981 Act, in that they were vehicles constructed or adapted to carry eight or more passengers and the passengers were being carried for hire or reward.

Parents of school children had engaged Scott Cabs to transport children to schools in Gainsborough and Hull. The parents paid £12.50 per week in relation to the Gainsborough run, and £2.63 per day in respect of the Hull run. In two terms, Scott Cabs were paid £2,522.80 in relation to the Hull journeys.

A company which had hired a 14 seater minibus to Scott Cabs in December, had made it clear that it could not be used for hire or reward.

A Department of Transport traffic examiner had seen a white minibus taking children to the Queen Elizabeth Grammar School at Gainsborough in

November. When the vehicle was stopped, it was discovered that it was a standard 12 seater works bus with none of the safety requirements necessary in a public service vehicle.

In December, a traffic examiner followed a minibus to the Humber Bridge after he had observed it picking up children. It was stopped at the toll booth. Again, the vehicle concerned was not up to PSV standards.

The magistrates fined the company a total of £2,450, and ordered it to pay £400 towards the costs of the prosecution.

Charges alleging offences arising out of the same incidents, against James and Samuel Ramage, and Mr Terence Daly, said to be directors of the company, are still to be dealt with by the magistrates.

Welsh operator had no manual

THE South Wales Traffic Commissioner, Mr John Mervyn Pugh, has told Abergavenny coach operator John Ward he is appalled that he did not have a Tester's Manual to help carry out maintenance checks on his vehicles.

Mr Ward, of St Georges Crescent, Abergavenny, had applied to renew his PSV operator's licence, authorising the operation of three vehicles. He had been called before the Commissioner, at a Cardiff public inquiry, because of a number of prohibition notices imposed upon his vehicles for brake defects.

In renewing the licence for the full five years, Mr Mervyn Pugh said the first thing that Mr Ward had to do when he left the public inquiry was to go and buy a copy of the Tester's Manual. He had been horrified to find that Mr Ward had been checking his vehicles without one.

He also required Mr Ward to reduce the period between inspections from four weeks to two weeks, and to introduce a drivers' daily nil defect reporting system using simple duplicate books personal to the driver.

Mr Ward had been very lucky that the prohibition notices were not marked neglect, said Mr Mervyn Pugh. If they had been, his licence would have been in jeopardy.

No licence increase for Citibus

THOUGH taking no disciplinary action against Citibus Tours Ltd, because strenuous efforts had been made to put right the situation that had led to the company's poor maintenance history, the North Western Traffic Commissioner, Mr Martin Albu, has refused its application to increase its vehicle authorisation, saying that a period of consolidation would not come amiss.

The company, of Saxon Street, Bradford Road, Manchester, had applied to increase the authorisation on its licence from 25 to 30 vehicles.

Department of Transport vehicle examiner Mr Graham Williams told a Manchester public inquiry he had carried out a maintenance investigation at the request of the Commissioner. The company was operating single decker and double decker buses on stage carriage services, and at the time of the investigation, in late June, it had 22 double deckers and 11 single deckers in possession.

The operating centre at Bradford Road could accommodate about 50 buses for parking purposes. There were maintenance facilities at Bradford Road and at premises in Stuart Street, and all the maintenance was carried out by the company's own staff.

Though adequately equipped, all the workshops were somewhat dirty. At the start of the investigation, five fitters, two bodymen and one part-time electrician were employed. That was increased by one skilled fitter, one semi-skilled fitter and one electrician during the course of the investigation.

The monthly inspection frequency appeared to have been adhered to until February, said Mr Williams, when a spate of major engine and gearbox failures overloaded the workshops. The situation had been compounded by staff leaving. However, all the buses had received frequent and adequate brake checks.

In the period between June 22 and 30 vehicle examiners inspected 21 of the company's vehicles. One vehicle, which had passed its annual test two weeks previously, had no apparent defects. Four vehicles were issued with delayed prohibition notices and 16 vehicles were issued with immediate prohibition notices.

The condition of 11 vehicles indicated a lack of preventative maintenance. There had been a total of 39 immediately dangerous defects and 63 items of a delayed nature. The defects included broken spring main leaves, broken and insecure engine mountings, leaking exhausts, corroded body frame members, oil and fuel leaks, inoperative obligatory lamps, insecure flange bolts, insecure wheelnuts, and defective tyres.

Clearance of some of the prohibitions was refused after other defects were found when the vehicles were presented to the test station.

Mr Williams said Citibus had recognised 12 months previously the inadequacy of its present operating centre. The company found a new site at Chadderton and negotiations were entered into. There had been a number of difficulties, but Citibus had signed for the site a few days before the start of the investigation.

Work had started on those premises and they should be a great improvement. It was anticipated that the work would be complete later this month, and a recent inspection showed that the target date for occupation was likely to be met.

During the maintenance investigation, the company added a full time vehicle inspector to its staff with authority to decide whether a vehicle went on the road or not. Citibus had had difficulty in finding adequate replacement

vehicles for the older vehicles in its fleet. Negotiations had been entered into for the acquisition of 22 'S' and 'T' registered double deckers, and 16 of those vehicles had now entered the fleet.

Mr Williams said the company's fleet had expanded at a greater rate than its facilities and staff could cope with. When the move was made to Chadderton, the facilities would be much better.

In reply to Mr Albu, Mr Williams said a number of the new double deckers acquired had been out of test. The company had prepared those vehicles for test and those that had been presented for test had all passed. The prohibitions had been cleared and the standard of the fleet had been brought up to an acceptable level.

For the company, Mr David Stockdale said the prohibition notices highlighted the fact that its system for the inspection and maintenance of its vehicles had broken down and was not operating properly.

It seemed the cause of that breakdown was that Citibus had outgrown its premises and fleet of vehicles. The business had expanded in advance of the facilities available. Exhaustive, if not dramatic, steps had been taken to eradicate the problems that had beset the company.

They were not just a panic reaction to the maintenance investigation, as the steps were already in the course of being taken at the time of the vehicle examiners' visit.

Mr Albu said he had seen the company in private in March, so that might well have been what had sparked things off.

Mr Stockdale said the company had been negotiating for new premises since March 1988 and at the same time had searched the country for replacement vehicles.

At a previous public inquiry, in February 1988, the licence was increased from 16 to 20 single deckers. The total number of vehicles in possession being 30 at that time.

In September 1988 licence authority was granted for four double deckers. In March of this year a licence was granted for 22 vehicles, including six double deckers, and on March 28 it was increased to 25 vehicles, including nine double deckers.

The fleet was still 34 vehicles, 11 double deckers and 23 single deckers at that time.

Consequently, in the 12 month period from February 1988, the company had undergone a rapid expansion which put high demands on its staff and maintenance facilities.

In February 1988 Citibus had undertaken to increase its staff, said Mr Stockdale, and that had been done. The current maintenance staff consisted of a garage manager, four skilled fitters, one semi skilled fitter, two auto electricians, one bodyman, one bodyman/painter, and two yard men.

During the expansion period the company had suffered from a shortage of vehicles. Suitable second hand vehicles were hard to come by and the company had searched nationally for replacement vehicles. In February of this year seven vehicles became inoperative and a vicious circle of a shortage of manpower compounded by a shortage of vehicles was created.

They were fortunate to acquire 16 out of 17 double deckers being sold by South Yorkshire Transport. That increased the available fleet to 40 vehicles. The result of that massive acquisition was that the average age of the fleet was reduced and the standard of vehicle improved dramatically.

Citibus had outgrown its premises and facilities. It was as long ago as March 1988 that they located a site at Ward Street, Chadderton. They were originally going to buy the site with the help of Oldham Metropolitan Borough Council. However, negotiations with the Council went on for some considerable time. There were a number of problems with the local authority. Ultimately, the site was bought by another person and it was leased to Citibus for a 25 year period.

The company had committed considerable capital investment in restructuring the site. It had been a big investment for Citibus, but it meant it could now offer proper and adequate maintenance facilities. Previously, the very fact that maintenance was split between two sets of premises created problems. They now had long wide pits and a rolling road brake tester at Chadderton.

Citibus had also had difficulties with staff in the early part of the year. One of the electricians left, after being head hunted by a competitor. A fitter also left at the same time. Those people had now been replaced, but their departures could not have come at a worse time.

The company had commissioned an independent assessment of its maintenance from a consultant engineer. It was not challenged that the system had not been working properly. His report contained no surprises, as the company had already recognised the inadequacies in its vehicles, facilities and staff, and that its system of inspection needed to be improved.

Unfortunately, said Mr Stockdale, the vehicle inspector they appointed returned to driving duties at his own request. For the time being, vehicle inspections would be carried out by a director of the company, Mr Wild. That was in the short term. In the long term, it was proposed that an additional member of staff be taken on whose duties would solely consist of vehicle inspection.

In addition to the drivers' defect book reporting system, the company was now also operating a system whereby the waybills contained space for reporting vehicle defects.

In reply to questions from the Commissioner, Mr Stockdale said the present licence authorised the operation of nine double deckers and 16 single deckers. What the company was seeking was authority to operate 30 double deckers, and they would have 45 vehicles in possession.

After Mr Albu commented that to have 45 vehicles to be able to operate 30 was a large margin which suggested that a high rate of breakdown was anticipated, Mr Stockdale said that might be the knock-on effect of operating second hand vehicles.

Citibus hoped to be in its new premises by the end of September, said Mr Stockdale. Inspections would be carried out monthly. The vehicles averaged around 1,000 miles a week. The company wanted authority to operate additional vehicles as it wanted to cover more routes.

Mr Albu said it was a long running saga. The company had been before him on two previous occasions. Back in 1988 he had been concerned about the maintenance arrangements of the company. Continued concern led to him asking the company's management to meet him in chambers, where he expressed concern that he did not feel that they were making adequate plans for vehicle replacement.

The accounts of the holding company, which leased the buses to Citibus, suggested that there was no shortage of resources. Nevertheless, Citibus had continued the policy of operating second hand vehicles, which imposed a greater requirement for maintenance.

It was not for him to say whether the company's policy of operating old vehicles was the right one. However, it was the end result that concerned him. If unsafe vehicles were put on to the road, or registered services were not being run, though there was no evidence of the latter, they were matters for his concern. He could not take the company's history lightly.

However, said Mr Albu, he accepted that very great efforts had been made to improve the situation. In view of that, he was not prepared to take any disciplinary action. The company had to be given a chance to show whether the new arrangements would deliver the goods, namely produce fit vehicles on the road.

He felt that perhaps it was not the right time, however, to grant additional vehicles. Though he was prepared to remove the restriction which limited some of the vehicles to single deckers, he was leaving the total number of vehicles as it was.

Mr Albu indicated that he would be prepared to consider a further application, hopefully without a public inquiry, next January, after three months operational experience of the new arrangements.

licensing & legal

WEEKLY REPORT ON LAW AND THE COACH OPERATOR

By Michael Jewell

Although it is a relatively small country, Ireland seems to pack an awful lot in.

So much so that it is really impossible to try and see everything, even in an extended tour. Far better to pick a region and concentrate upon it, returning to another one next time you visit!

So, having seen Dublin, Stuart Bowden headed south and west, through towns with such immortal names as Limerick and Tipperary, to the area known as Shannon – a region surrounding the estuary of the same name and encompassing counties Clare, Limerick and part of Kerry.

But first, he discovered, there's a lot on offer close to the city for the day tripper from Dublin.

Stuart Bowden follows the ...

ROCKY ROAD FROM DUBLIN

The stunning scenery of the cliffs of Moher.

IRELAND has been traditionally associated, from a touring point of view, with superb scenery.

However, while there is little doubt that this is one of the island's greatest assets in the tourism stakes, there are also plenty of individual attractions, such as castles, museums and gardens.

The literature is available in plenty from Bord Failte – the Irish Tourist Board – which has offices in London, so planning a tour to take in both scenery and visits to places of interest is straightforward enough.

My brief tour was lightning fast, but left me with many ideas for further trips – here are a few:

Immediately south of the capital, the mountains of Wicklow conceal one of the island's prettiest beauty spots, Glendalough.

In the 6th century, the area was a Christian settlement, and still boasts one of the famous 'round towers' which can be found all over Ireland.

Views across the lakes here are particularly attractive, and there is a very special atmosphere.

At Enniskerry, near Bray, lovers of formal gardens can spend ages exploring the Powerscourt Estate. Although the house still stands (it succumbed to fire 15 years ago), it is just a shell at present.

There are plans afoot to restore the building, but for the time being the gardens are an attraction in themselves. Begun in 1740 by the first Viscount Powerscourt, they offer a selection ranging from Japanese style layouts to formal Italian designs.

Throughout, the distant views of the mountains lend a slightly unreal air to these peaceful grounds, which also include Ireland's highest waterfall.

The gardens are open from March to October, and the falls can be seen all year.

A plus is that entrance charges are very low – groups of 20 or more adults can enter the gardens for as little as IR£1.60 each, and the waterfall site for IR£0.80.

Further south, the small and picturesque city of Kilkenny, about two hours' drive from Dublin, reflects earlier observations concerning a lot packed into a small space.

The entire county of Kilkenny only has a population of around 75,000, but the city proudly boasts two cathedrals, a castle, and the Irish Design Centre.

A novel way for tourists to learn of Kilkenny's colourful history is now available at the tourist information office. A small scale model of the city forms the centrepiece of a recorded presentation which uses clever lighting effects to highlight the buildings and streets as they are mentioned.

It's a good IR£0.90's worth - taking about 25 minutes to provide an excellent

introduction for the first time visitor.

Kilkenny's castle, for all its grandeur, though, was not a military installation, having been built as a rather grand house.

Some miles to the south west, though, into County Tipperary, lies Cashel. This small town is of little note in itself, but less than a mile away stands the Rock of Cashel, an altogether more imposing fortress atop a hill.

The site's original stone fort was the seat of the early Kings of Munster, who ruled from here as early as the fourth century. The present building, some of which dates from the 10th century, contains a museum, a feature of which is the original of St. Patrick's Cross set in a 4th century coronation stone.

To the west of Tipperary, Limerick is the third largest city in Ireland after Dublin and Cork.

One of the city's most famous products is lace, the manufacture of which was begun early in the 19th century by an English partnership.

Nowadays it is made at a factory in Clare Street, which is open, free of charge, to visitors during normal business hours.

Outside the city centre, housed in a local educational establishment, is the Hunt Museum, a collection of around 1,000 antiquities including early Christian brooches, pottery and silver. Admission, again, is free.

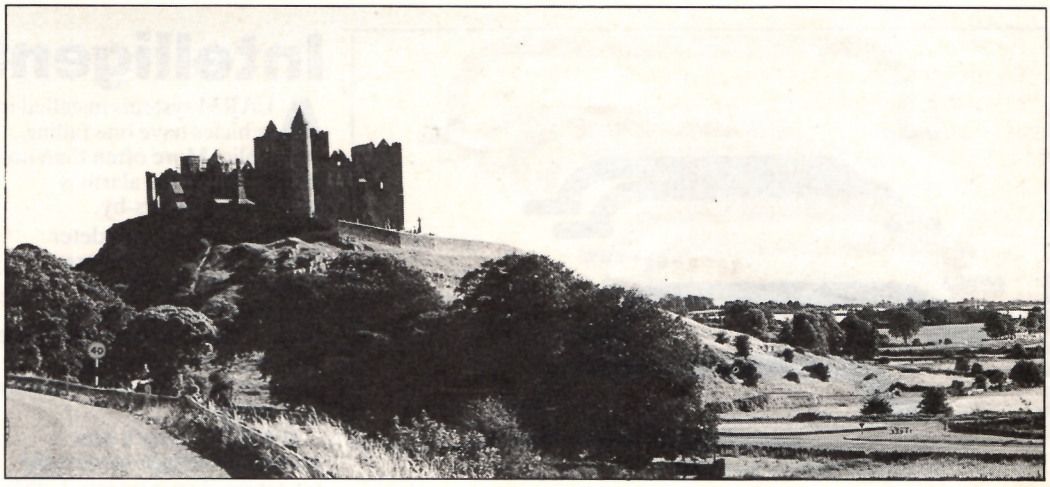
Our last port of call on this brief trip through the southern part of Ireland takes us to the Shannon area, which not only possesses the country's major transatlantic airport but offers a surprising amount of tourist attractions.

County Clare ranks close to Kerry and Donegal for scenic interest, and perhaps the most spectacular sight on the coast of the county are the Cliffs of Moher, which rise sheer for 700 feet from the waters of the Atlantic.

Stretching for nearly five miles, the cliffs are immensely popular with visitors, and recently a new reception centre was opened with parking facilities, a cafe, and a gift shop.

A short distance from the visitor centre is O'Brien's Tower – originally a watch tower but now offering the public an even higher vantage point for a nominal admission charge.

Not far from the Cliffs, visitors can enjoy an almost exactly opposite experience at Aillwee Cave, Ballyvaughan.



The beautiful castle at the Rock of Cashel.

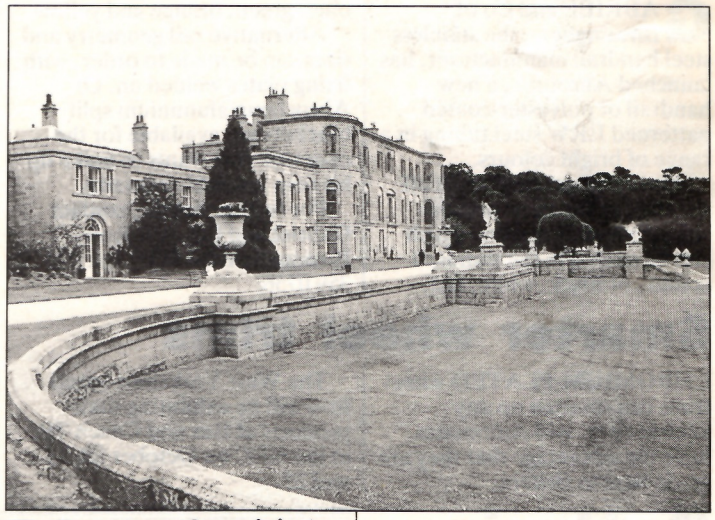
In the unusual and rather haunting landscape of the Burren, overlooking Galway Bay, the cave has everything one would expect of such a venue – stalactites and all. There are also craft shops and restaurant facilities.

Inland, between Ennis and Limerick, are two fascinating attractions which will appeal to those with an interest in history – both social and architectural.

Bunratty Folk Park, in the grounds of Bunratty Castle, is a collection of preserved rural dwellings brought from all over Ireland.

Visitors are free to wander inside the houses, which are filled with the sweet aroma of burning peat, and see how traditional bread and candle making is carried out.

In the castle itself, there are nightly medieval banquets (very popular with Americans, who come in their droves from Shannon Airport), and during the day visitors can look at 15th and 16th century castle life in the restored rooms.



The Powerscourt house is just a shell at present – but plans are afoot to restore it.

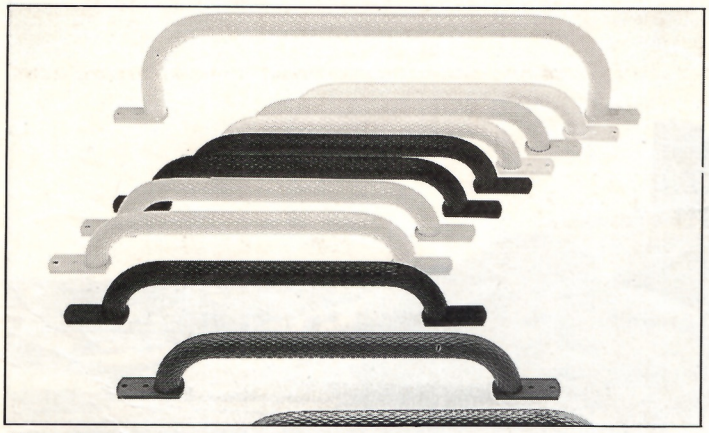
There are houses from all over Ireland at Bunratty Folk Park.

Just over the road is the fabulous 'Durty Nellie's', a wonderful pub which if you can get in through the crowds provides an excellent opportunity to wash away the dust in the throat.

A little further north, at Quin, the second 'star' attraction of County Clare is the Craggaunowan Project, centrepiece of which is a reconstructed crannog or fortified lake dwelling. This shows how the ancient Celts used to live in the 6th and 7th centuries – an interest sideline is the Fluchta Fiadha, a sort of ancient equivalent of the microwave which cooks meat using instant hot water.

Also on the site is the restored 16th century Craggaunowan Castle.

The Irish Tourist Board is at 150 New Bond Street, London W1Y OAQ. Telephone 01-493 3201.



Abrotube handrails come in a variety of colours.

Rails are brighter

GABRIEL and Co of Birmingham, the stainless steel handrail manufacturer, has launched Abrotube, a new handrail of polyester-coated patterned ERW steel tubing in a range of bright colours.

Abrotube can be bought off the shelf in the most popular size of 30mm diameter, which can be coated in the standard colours of black, white, red, blue, green, orange and yellow.

Alternative rail geometry and sizes can be made to order, with fixing plates welded on. Or Abroclamp aluminium split brackets are available for the operator who wants to make up his own assemblies on site.

For further details, contact Gabriel and Co, A B Row, Birmingham B4 7QT, tel: 021 359 0756.

Smarter wheel trims

CHROMIUM-PLATED wheel trims can smarten up any vehicle fleet, and Automates have the advantage that they are made here in Britain.

The West Yorkshire-based firm will be exhibiting their products at Bus and Coach '89, at the NEC on October 20, 21 and 22.

Intelligent alarm

ALARM systems installed in vehicles have one failing ... the public. More often than not, the wailing of the alarm is ignored by passers-by.

While such alarms deter intruders, the latest alarm marketed by Securicor Communications goes one better. The Alarmphone, based on cell phone technology, actually rings the owner to warn of a break-in.

It will then play a pre-recorded message to alert the owner or, if programmed, will allow the owner to listen in to the break-in and perhaps identify the intruder.

In recognition of the fact that many owners are not available by phone when they leave their vehicle, the Alarmphone can also 'bleep' any Securicor personal pager. Failing that, the emergency call can be connected to trained Securicor staff, and the pre-recorded message can then give details of the vehicle's location when it was left.

For further details, contact Securicor Communications, Sutton Park House, 15 Carshalton Rpoad, Sutton, Surrey, tel: 01 770 7000.

The Alarmphone being armed ready to warn of break-ins.

Batteries get a kick

SULPHATION – the build-up of sulphur on battery plates – is believed to be one of the most common causes of battery deterioration.

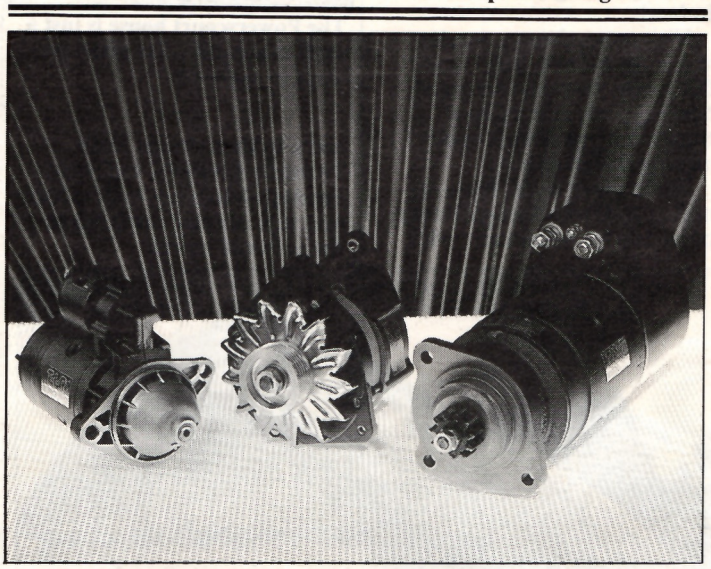
Now it can be prevented or cured using a new chemical compound from America and marketed in the UK.

Having emptied the contents of the Medway Rejuvenator Kit into each battery cell and run the engine for at least 30 minutes, the rejuvenator, says the company, penetrates right through the battery.

As a result, batteries will hold a charge longer, will be given a longer life and will accept recharging more quickly.

Even dead batteries treated with the compound will take a charge.

The kit costs £1.99 and is available from Medway Marine Supplies, 16 Seaview, Isle of Grain, Rochester, Kent, tel: 0634 271054.



Completely re-worked motors from TIR.

New range of starters

TIR INTERNATIONAL has launched a range of remanufactured starter motors and alternators. Stockists are provided with full POS backup, and a 64-page catalogue.

TIR is organising a network of distributors. Details are available from TIR International, Pendleton Mill, James Street, Elland, West Yorkshire, Tel: 0422 377421.

Fly the flag

A FLAGPOLE designed to solve the problems of companies which want to show the flag has been launched by Flags and Pennants.

Called the Pioneer, the new pole is weather and rot proof, maintenance free and can be sited almost anywhere on a building. And it doesn't need planning permission to erect.

The kit is supplied complete with a 6ft white fibreglass pole in two slot-together lengths, a cast aluminium wall-mounting plate into which the pole fits at a 45 degree angle, a 12ft length of polyester rope and a ready-to-fly Union flag. St Andrew of Welsh dragon flags can also be supplied.

After installation, the pole can be lifted out of its socket for overnight storage where vandalism is a problem.

The Pioneer costs £49 plus VAT and is available from Flags and Pennants, Grenestede House, Coombe Hill Road, East Grintsead, Sussex, tel: 0342 321546.

COACHES WELCOME

ISLE OF WIGHT

NOOK HOTEL SHANKLIN

Modern Family Hotel, licensed, "heated pool".

"Famous for our food"

Vacancies for parties, October. From £70 a week. SPRING 1990 from £75.

Tel. 0983 863156 for details

(29557/HO)

1990

MARCH MADNESS!

5 days full board
£48.75 standard room, full board including VAT.
(Minimum 40 people)

INTERESTED?

Tel. 0983 402266

for brochure and available dates.

RAYLES HOTEL, SANDOWN
Isle of Wight

(30816/HO/53)

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OLIVERS RESTAURANT

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- Waitress service
- **Driver FREE**
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(30591/HO/51)

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Seafront hotel, 30 bedrooms, 18 en suite rooms, all rooms TV, tea making, full ch, entertainment, parking for 2 coaches.

Vacancies for 22-24 Sept, 29 Sept-1 Oct, Friday to Sunday. Monday – Friday 16th to 20th Oct. £45 basic or £50 en suite. Party nights plus free place for bus driver/organiser.

Few vacancies for illuminations weekends and October mid week Monday-Friday. Open all year.
Now taking 1990 bookings

Tel: 0253 46529

(30915/HO/54)

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We have 20 years' experience looking after groups. Offering: 46 en suite bedrooms, in house entertainment, TV and direct dial telephone in all bedrooms, coach parking. 1989 weeks available 31 August, 24 September and 20 October onwards.

Anchorage Hotel

Cary Park, Babbacombe, Torquay TQ1 3NQ
Telephone: (0803) 36175

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Help your clients enjoy a relaxing holiday at one of Ilfracombe's largest Hotels. 61 beds en suite, lift to all floors, entertainment most nights.

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Special offer 3 and 4 day Winter Breaks

(29606/HO)

COACHES WELCOME

APPOINTMENTS

VACANCIES WITHIN THE INDUSTRY

DIRECTOR OF OPERATIONS

North West **c. £25,000 + Bonus + Granada**

Our client is part of the largest leisure group in the UK with significant interests also in Continental Europe and the USA.

This major subsidiary, employing more than 1,000 people, operates a fleet of more than 500 coaches and buses from ten depots nationwide. It is the largest coach holiday operator in Europe and is a major player in the coach hire and local stage carriage services markets. It has an envious growth and profit record.

A major re-structuring forming the platform for the next exciting phase of growth has created this challenging new opportunity for an ambitious coach and bus professional to take full profit responsibility for operational activities encompassing the three major market sectors both nationally and internationally.

You will report to the Managing Director and be a member of the Executive Committee.

Our ideal candidate will have a proven track record in profitable resource management in coach tour operating, coach hire (private hire and contract), excursions and local stage carriage services.

You will be able to demonstrate major achievements in at least one of these sectors.

It is essential that you are profit motivated and a good negotiator with commercial acumen dedicated to high quality customer care.

The ability to do the job is more important than formal qualifications, but MCIT or similar would be a distinct plus.

There are real opportunities for career development. Conditions of employment are excellent and include an executive car, performance related bonus, pension and private medical insurance for you and your family together with generous financial assistance with relocation where appropriate.

Please send full cv, quoting reference no. 1532 to: Nexus Consultants, Gilbert Wakefield Lodge, 65 Bewsey Street, Warrington, WA2 7JQ.

Replies will be forwarded to our client unopened. Please list on a separate sheet names of those companies to whom your application should not be sent and mark your envelope for the attention of our Security Manager.

(31762/SV)

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BUS AND COACH MOVEMENT

PSV drivers agency of Essex.

Fully experienced drivers always available at short notice for that emergency.

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APPOINTMENTS ... APPOINTMENTS ...

APPOINTMENTS

VACANCIES WITHIN THE INDUSTRY

MANAGER

Required for medium-sized bus and coach company located in South London.

Reporting to the directors, the successful applicant will be responsible for all aspects of the day-to-day operations, including bookings, sales, marketing, control of drivers' work, liaison with workshop staff and development of the company's business.

You will be the holder of an International CPC and a PSV licence, and mist be prepared to be on call and to work unsocial hours as necessary, as this is a 24-hours-a-day, all-year-round operation.

The right person will be rewarded with an attractive salary and use of a company car.

Please apply in confidence to: Box No.31723, Coachmart, EMAP Response Publishing, Wentworth House, Wentworth Street, Peterborough, Cambs. (31723/SV)

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TRANSPORT MANAGER

Would you like to join a successful and expanding coach and bus company with a fleet of 35 vehicles?

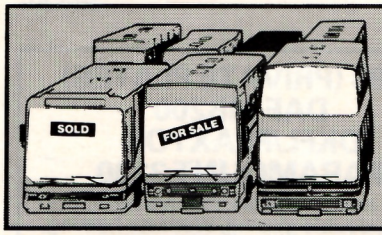
If you would like to join a dedicated and successful management team committed to a quality operation then read on.

We are looking for an enthusiastic person with already proven management experience in all aspects of vehicle and driver allocation, routing and all relevant documentation required both legally and inhouse.

A shift system operates incorporating evening and weekend working, and in return a generous salary is on offer depending on experience, and additional benefits.

Apply in writing with CV to:

P.L. Baker, General Manager, BAKERS COACHES, Spring Grove, Congleton Rd, Biddulph, Stoke on Trent (31780/SV)



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The marketplace of the industry **0733 63100**

Bookings call: Debbie, Paul, Sue, Vicki. Tel. 0733 63100. Deadlines: Bookings – Tuesday 1pm for Thursday. Alterations and Cancellations: Monday 11am for Thursday

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ALLCO PASSENGER VEHICLES offer new and nearly new spares to fit most models. **Tel. 01-866 8900 or 0895 674422. car phone (0836) 241379/529555.** (22822/AE/13)

BEDFORD

1983 YNT DUPLE 53 DOM II, double glazed, power door, radio PA, vg condition, MoT 24/1/90, **£18,000 ono. Hornsby Travel, Scunthorpe. Tel.(0724) 282255.** (31754/BE)

T REG PJK PLAXTON SUPREME MK III, 29 seater, radio/PA, red, white, good condition inside and outside, MoT Jan 1990, must sell, **£5,250 ono + VAT. Tel. (0304) 375010/375214.** (30925/BE)

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Bedford and Plaxton bodies, all with current MoT's, most have been retrimmed.

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1976 BEDFORD YMT PLAXTON SUPREME
53 seats, POD, vgc, **£7,250 ono.**

1980 YMT PLAXTON SUPREME IV
53 seats, exceptional condition, express doors, curtains, etc, **£14,750 ono.**

1985 BEDFORD YNT PLAXTON PARAMOUNT 3200
53 recliners, POD, curtains, outstanding condition, fitted single plate clutch, ZF gearbox, **£34,750 ono.**

*All vehicles are **tested, serviced** and **ready to work.** All are subject to **VAT.***
For further details call

01-881 3336 (31713/BE/55)

BEDFORD

BEDFORD SALE!

1978 BEDFORD YMT VAN HOOL, 53 str, first class condition, recent new gearbox, 35,000 since recon engine, MoT April '90. **£7,250 + VAT.**

1985 BEDFORD CF250 DIESEL, 5 speed, 12 str, dormobile PSV, recent new engine, very low mileage, condition as new, MoT Feb '90, **£4,950 + VAT.**

1972 BEDFORD YRQ PLAXTON ELITE EXPRESS, 45 str, super condition for year, MoT Jan '90, **£3,000 + VAT.**

1973 BEDFORD NJM PLAXTON, 41 str, ideal contract bus, good mechanical condition, MoT July '90, **£1,850 + VAT.**

All the above vehicles are in first class condition, ready for work and well worth a trial.

Tel. (0398) 23398 Somerset

(30901/BE/54)

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Due to new replacements, we have for sale

1987 BEDFORD YNT

Plaxton 3200 Mk III, 53 seats, power door, extra luggage lockers, and large fuel tanks, rsl fitted, used exclusively on tour work since new.

Choice of two.

£44,950 + VAT ono

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29 seater, runs well, MoT November 1989, re-advertising.

OPEN TO OFFERS

Tel. (0375) 672940

(31735/BE)

1980 (Sept) YMT BEDFORD PLAXTON

53 seater, immaculate condition, any inspection, first to see will buy, 8.5 litre engine, 2-speed axle, Ferodo retarder, Thermo fan, curtains, radio PA and tape.

£17,500 ono + VAT

BLUEBIRD COACH TOURS

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(30847/BE/54)

FOR SALE

Bedford YMP, 10 metre, 1984, Plaxton bodywork, Telma retarder, 38 reclining seats, fitted to high specification.

A choice of three all in first class condition.

CONTACT:

Armchair Passenger Transport Co Ltd, Brent Way, BRENTFORD Middlesex TW8 8ES

Tel: 01-568 8227 (31778/BE)

1980 YMT PLAXTON 53 seats, excellent condition. £12,000 + VAT. Kings of the Road, Worthing. 0903 34010 (30804/BE/53)

1979 BEDFORD YMT DUPLE DOMINANT II BODY

Good condition, test March '90, **£7,500.**

1976 BEDFORD YMT PLAXTON SUPREME

53 seater, tested August '90, good condition, **£4,000.**

Part exchange taken

0974 298546 day, 0974 298478 evening

(30926/BE)

YMT 500 DOMINANT II, 1978, taxed, tested, 5 new tyres, new engine, clutch, wheel bearings, springs, steering etc, clean coach, gift at **£5,250 ono. Tel. 029 577502.** (31769/BE)

1977 BEDFORD YLQ DOMINANT II

45 re-upholstered seats, power door, good condition throughout, Test applied for.

£5,250 + VAT

1974 BEDFORD YRQ DOMINANT I

Power door, new Test.

£2,450 + VAT

Tel: 069 184 257 or 069 184 8821 (Evening)

(31759/BE)

1976 BEDFORD YRT £3,000 ono. 1979 Bedford YMT **£10,000 ono.** Plaxton bodied, both in good condition. **Tel. 0533 393118 day, 0533 874940 eve.** (30913/BE)

BRISTOL

1977 BRISTOL LHS, Plaxton Supreme body, test December '89, part exchange taken, **£16,500. Tel. (0974) 298546 (day), (0974) 298478 (evening).** (30927/BR)

1977 BRISTOL LH, 41 seats, dual purpose, MoT August 1990, **offers. Transcity, Sidcup. Tel. 01 302 8800.** (31755/BR)

DENNIS

1 REMAINING

1988 (April) DENNIS JAVELIN, 51 seats (11 metre), executive, air suspension, reclining seats, rear continental exit, demountable sunken toilet, **£55,000.**

1 REMAINING

1988 (April) DENNIS JAVELIN, 53 seats, (11 metre), air suspension, reclining seats, etc, **£52,500.**

Please contact P Collier Bebb Travel (0443) 204211

(31764/DE)

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SUMMER SEASON ENDS SEPT 15th

Following coaches are surplus to requirements.

1982 Bova **£25,000 ono.**

1983 Bova, 52 seats, **£30,000 ono.**

1985 Bova Europa's IIs and IIIs, **£35,000/£37,000 ono.**

All above vehicles fitted radio, PA. All usual extras.

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(30914/BV)

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52 reclining seats plus courier, radio, pa, TV, video, Webasto heater, tested March 1990. **£27,500 + VAT ono.**

1986 DAF SB2300 DHTD PLAXTON 3200

Low driver, 55 E-type seats, radio, pa, excellent condition, tested May 1990. **£53,000 ono.**

Tel. 0532 700485 or 705064 (Leeds)

(30903/DA/54)

1985 DKFL MB200 ALGARVE, 53 recliners, courier seat, curtains, etc, excellent condition, **£57,000 + VAT. Fords Travel, Cornwall. Tel. 0822 832264/ 833636.** (30905/DA)

1983 (PRIVATE PLATES) DAF MB200 DKFL/PLAXTON PARAMOUNT 3200

49/51 reclining seats, rear n/s toilet, hot water, double glazing, Webasto heating, speed limiter, MoT Dec '89.

£39,500

Tel. Tony Andrews PSV SALES LTD 0292 591213

(31758/DAF)

DOUBLE DECKERS

1973 DAIMLER FLEETLINE DMS, Gardner engine, 71 seats, Test until Jan '90, **£4,500 + VAT. Tel. 0403 65313.** (30877/DD/54)

1965 LEYLAND PD 2A/27 Northern Counties bodywork, 64 seats, MoT to Aug 1990, power operated, front door, sound and reliable, **£2,750. Tel. (0623) 842325.** (31748/DD)

FORD

1980 FORD PLAXTON, 45 seats, radio/PA, exterior white with red and yellow stripe, good condition, very reliable, MoT April '90, **£7,500 + VAT. Tel. (0827) 54444.** (31741/FO)

FORD

1979 53 SEATER DOMINANT

Power door, side lockers, Bristol dome, MoT July '90.

£6,500 ono – choice of 2

1978 53 SEATER PLAXTON

Power door, side lockers, MoT Aug '90.

£4,500 ono

Tel. Wolverhampton (0902) 763880

(31767/FO)

1971 FORD PLAXTON 53 seater, retrimmed 1985, two speed axle, Telma retarder, new springs, compressor, steering ram, MoT to March 1990, **£1,750 + VAT. Tel. Southend (0702) 540456.** (31763/FO)

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1979 FORD DUPLE, 53 seats, MoT September 1990, Telma, Bristol dome, sprayed white, no signwriting. **£8,000 ono. Cedric Coaches, Essex. Tel. 0206 224363.** (31801/FO/54)

R REG FORD R1114 DOMINANT ONE, 53 seater, MoT April 1990, taxed, Telma, radio, **£4,900 + VAT. Tel. (0934) 833177.** (31760/FO)

FORD PLAXTON ELITE MK III, 53 seats, Telma power door, full MoT, good condition, **£3,500 + VAT. P/X considered. Tel. (0245) 320598 Essex.** (31756/FO/55)

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MERCEDES 609D, 1987, MoT Aug '90, 27 seats, radio cassette, full interior trim, excellent condition, low mileage, 6 new tyres, power steering, **£19,750 + VAT. Tel. 061 652 7263.** (31751/ME/55)

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(31750/VO)

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1970 FORD PLAXTON ELITE, 45 seats, MoT September 1989.....**£1,250**

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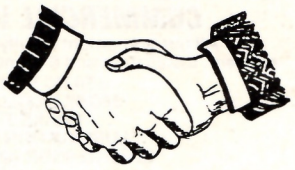

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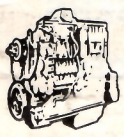
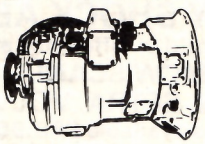

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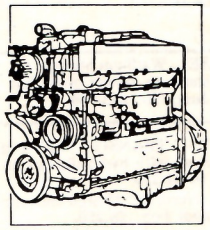

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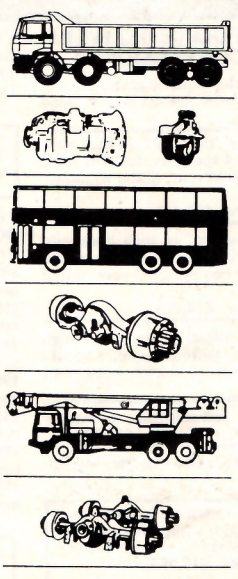

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1986 (C) TOYOTA GL Midicoach, 19 recliners, MoT May '90.

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1982 BOVA DAF Europa, 52 recliners, MoT, July '90.

1979 BEDFORD YMT Duple Dominant, MoT May '90.

1976 BEDFORD YMT Plaxton Supreme Express, MoT Dec '89

1976 BEDFORD YMT Plaxton Supreme Express, 53 seater, MoT December 1989.

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49 recliners, new test,
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Recon engine, private plate, 51 recliners, tested, **£23,000 ono + VAT.**

1982 LEYLAND TIGER 245 PLAXTON SUPREME V GT
New engine, private plate, new test, 51 recliners, **£28,500 ono + VAT**

1981 (W) LEYLAND LEOPARD PLAXTON SUPREME
47 recliners, new engine, new test,
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49 seats, toilet, washroom, Webasto heating, air conditioning, double glazed.

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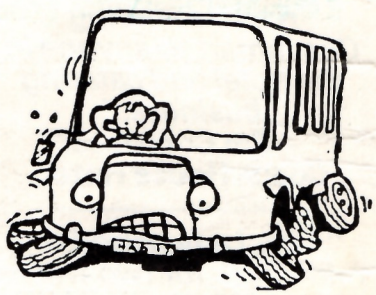

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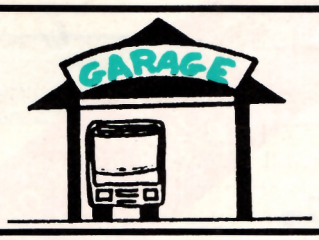

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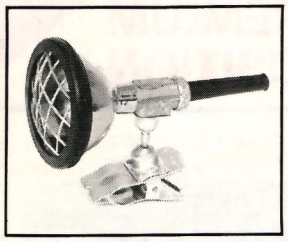

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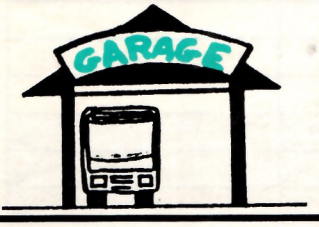

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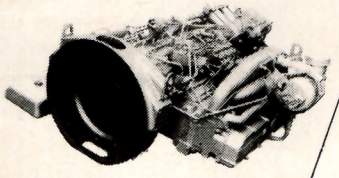

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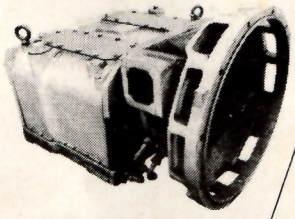

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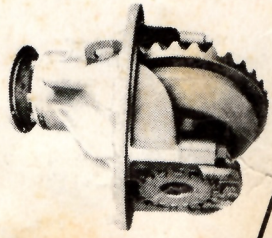

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